



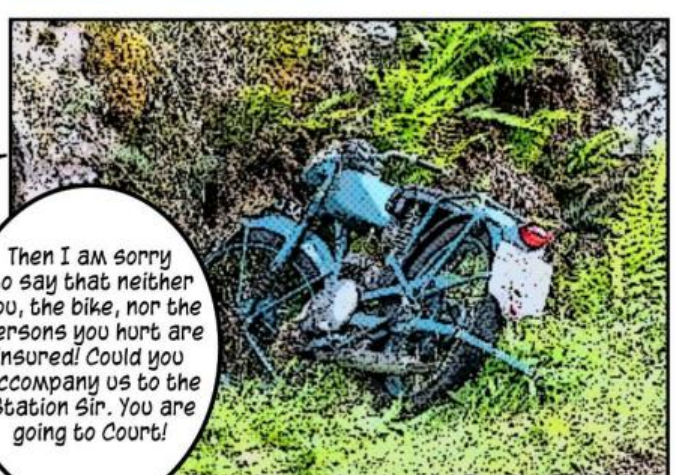
# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE **FEBRUARY 2018**





# Stop!!





# CONTACTS

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**Club Patron:** Rex Edmondson

## MANAGEMENT COMMITTEE

**President:** Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

**Vice President:** Murray Barnard – 0434215665

(web@vmccwa.com)

**Welfare Officer:** Adrian White - 0438335563

(sheryl\_w1@bigpond.com)

**Secretary:** Jim Douglas – 94016763, PO Box 858, Hillarys WA 6923 (secretary@vmccwa.com)

**Treasurer:** Greg Eastwood – 0438041072

(greg.eastwood@vmccwa.com)

**Communication Officer:** Murray Barnard – 0434215665

(web@vmccwa.com)

### Committee Members:

Chris Davis – (chris.davis1@iinet.net.au) – 0411702356

Greg Macham – 0477021870 (gmacham@bigpond.com)

Dave Weeks – (david.weeks1@bigpond.com) - 0439991584

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## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard –

0434215665 (web@vmccwa.com)

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benner@iinet.net.au)

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## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner 94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009

(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson –

0410000617 (mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis - 0488915103

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldvis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Murray Barnard – Roleystone – 0434215665

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany - 98444081

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946

[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia/Property:** Martin Rankin – 0468468271

**Events Co-Ord:** Greg Macham – 0477021870

(gmacham@bigpond.com)

**Club Trailer:** see Unit Caretaker

**Trophies:** Dave Weeks -- 0439991584

**Scrutineer:** Owen Page

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Pegini

**Swap Meet Organiser:** Greg Macham - 0477021870

**Unit Caretaker:** Andrew Hobday – 0411358428, Chris Davis

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**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

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**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009 787 (ian.curtis@vmccwa.com)

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 126547 Acc 22110619)

Facebook page: facebook.com/groups/vmccwapost70

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**Albany Section Chair:** Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

**Albany Section Secretary:** Roger Bittner – 98446524

(rokebit@gmail.com)

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08

9844 4081 (billmorrell@westnet.com.au)

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## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

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**PARTS STORE:** Open Weds 9am -12 Noon & monthly meeting nights from 7pm

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**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website [www.vmccwa.com](http://www.vmccwa.com) : Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.



# VITA BREVIS



As a club we have a guiding principle which is the preservation of motorcycles over 25 years of age. In doing this we have to comply with the Associations Act. The Act governs how we manage by law. We also are expected to self-regulate 404 concessional licensing for club members on the behalf of the Department of Transport (DoT). We have to report each year on this to the CMC. 404 regulations require us to approve club events, log impromptu runs and to certify to DoT that machines going to 404 are unmodified. The law is the law, we have to have some processes to do that.

We also have some basic club principles, rather than rules. They include:

- ☐ Machines should be authentic in terms of construction and the spirit of the times
- ☐ Approved Club events must be advised to all members in advance, and
- ☐ Provision of a backup trailer on runs, wherever possible.

For an organisation of over 600 members there is an awful lot of flexibility. The law is another matter however e.g. logging 404 is a simple process, whether by email to the Secretary or online. Logging protects you and it protects the privilege for the club. Note: to be covered, you must receive an acknowledgement from the Secretary, of your intention to ride, otherwise you risk riding unlicensed. Whilst being pulled up by the Police is unlikely, if you were involved in an accident or hit anyone, you would technically be riding an unlicensed machine and it would be uninsured for injuries or damage. Is it worth it? This requirement has not changed in decades. As it is DoT is asking for feedback on changes to the Regulations and as a Club we are providing feedback to them but it will be a long process as Government moves slowly.

The Gypsy Tour to the Stirling Range was a great event thanks to the Albany Section and a happy group of campers. Something similar will be planned for 2019 but maybe with a change of location. Full report on the 2017 Tour is in this edition. Some new events for 2018 are planned as well as mid-week opportunities to socialise and catch-up. Thanks to the members offering to run these events. One of the everlasting bugbears of running a club can be the dearth of volunteers. Recently some events have been scaled back due to a lack of helping hands. As well, providing lunch or refreshments and backup trailers suffers when there are few people to help run an event and people end up disappointed. Nothing new, this cry for help went out in the first year of the Chatter in 1976. The 2018 calendar is there to study, if you think you can help please contact the event organiser, I am sure they would love some assistance and it is a good way to meet people and to get to know them. Not only that but you may well get that warm feeling of achievement.

All the best for the New Year - *Murray Barnard (Vice President)*








Chatter delivery



# MUZZA'S ROUNDUP OF COMING CLUB EVENTS

February 2018

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
29	30	31	1	2	3	4
		Parts Store: 9am-12pm	Albany Section Monthly Meeting			4 Feb 2018 – Sunday – Leighton Battery – WW2 Tunnels  4 February 2018
5	6	7	8	9	10	11
		Parts Store: 9am-12pm  Monthly Meeting – Wattle Grove – 8pm	Mundijong Social Event – Thursday, 8 February 2018 		INAUGURAL MEETING OF THE CLASSIC SECTION – Saturday 10 Feb 2018 	
12	13	14	15	16	17	18
Chatter Cut-off – 5pm		Parts Store: 9am-12pm  Mng't C'tee meeting – 8pm	Mid-Week Run – 15 February 2018 			18 February 2018 – Northam Swap Meet 
19	20	21	22	23	24	25
Post 70 Section Monthly Meeting		Parts Store: 9am-12pm				OLD FORKER'S RUN AND DISPLAY – Sunday 25th February 2018  Old Forkers Run & Display Clubhouse 25 February 2018
26	27	28	1	2	3	4
		Parts Store: 9am-12pm  Pre-31 Section Monthly Meeting	Albany Section Monthly Meeting			

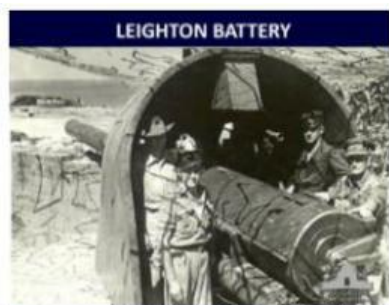




### The day after Australia Day Extravaganza – 27 January 2018

27 January @ 5:30 pm – 10:00 pm

**27 JAN 18 SATURDAY:** This is the belated Post70s Xmas event. To be held on Saturday 27th January at Peter Grove's house in Kingsley, 5:30 PM – 10 PM: 8 Mallard Rise. Kingsley. Ring Ian for details: 0404 009 787. We need to know numbers so the event can be catered for, so please indicate your intention to attend. Open to all club members with a \$10/head cover charge, or FREE to P70 section members.



4 February 2018

### 4 Feb 2018 – Sunday – Leighton Battery – WW2 Tunnels

4 February @ 9:00 am – 1:00 pm

**4 FEB 2018 – SUNDAY – LEIGHTON BATTERY – WW2 TUNNELS:** 9:30 am – 1:00 pm - Get on the frontline of Perth's wartime defences. Tour the Leighton Battery tunnels & discover the arrangements underground to support the batteries above ground which covered Gauge Roads in WW2. Fees: \$3 for backup trailer and \$8 (cash only) for the tunnel tours run by the Royal Artillery Association. Following the tunnel tour continue to Woodman Point & Cafe for light lunch. Meet 9am, at Kulbardi Carpark – Kings Park, Rokeby Road entrance near the cnr of Saw Street and May Drive, Kings Park, for departure 9.30am. Entry to tunnels at 10am. Organizer: Murray Barnard, **Phone:** 0434215665



### Mundijong Social Event – Thursday, 8 February 2018

8 February @ 10:00 am – 1:00 pm

**MUNDIJONG BBQ – THURSDAY 8 FEB 2018:** Meet at Clive Gland's in Mundijong for a social event, chin wag and time out. Clive is putting on a bit of a BBQ (snags & a bun), please help out by bringing some cakes or sweets or savouries. Any donation towards the BBQ would be welcome. Bring your own cool drinks if you want them, tea & coffee will be provided. Come by bike, car, horse or shank's pony. Meet at Clive's from 10am. An opportunity to catch up especially for those who can't get out much on a bike these days. The only run will be from your home to Clive's and back again, so no organised run on the day. It is a club event so you can ride if you like. If you know someone who would like to come but needs a lift, be great if you can bring them down. Meet at Clive's - 17 Jarrahdale Rd Mundijong, WA. Ph: 95255345



### INAUGURAL MEETING OF THE CLASSIC SECTION – Saturday 10 Feb 2018

10 February @ 12:30 pm – 2:00 pm

**10 FEBRUARY 2018 - INAUGURAL MEETING OF THE CLASSIC SECTION:** Meeting to be held at the club unit in 4 Malcolm Rd Maddington at 12.30pm to discuss the formation of the new Classic Section. All members welcome, especially those with machines suitable for proposed focus of the section which is for machines post-war to 1969. Opportunity to meet and discuss matters of shared

interest and to help shape the new Section. Contact Jim Douglas for more details. Ph: 94016763, email (secretary@vmccwa.com)



### Mid-Week Run – 15 February 2018

15 February @ 9:00 am – 11:00 pm

**MID-WEEK RUN – 15 FEB 2018:** To further trial a Corner Marshall event. The event will start at the BP Servo cnr Kalamunda and Hawtin Rds, meeting 9am for a 9.30 start. The route will be briefly advised on the day. Ride will be about 100kms. Stop for pie and coffee after about 60kms. The following rules will apply: 1. As there will be no route sheets members will be required to follow the identifiable leader without overtaking him. 2. A Tail End Charlie will be appointed and will remain so for the ride. 3. The leader shall appoint a corner Marshall which may be the immediate rider behind him at appropriate corners. 4. The corner Marshall shall then fall in behind the last rider (in front of the Tail End Charlie). 5. If the leader is traveling below the speed limit riders will be expected to maintain a good cars length between them and the bike ahead to facilitate overtaking by other motorists. It is envisaged there will be no backup trailer but could change if members wished it, then a charge would apply.



### 18 February 2018 – Northam Swap Meet

18 February @ 8:00 am – 1:00 pm



### NORTHAM SWAP MEET – 18 FEB

**2018:** Meet at Colin Tie's work shop 6.30 for 7.00 am sharp departure, approx.1 hour ride to Northam 65km. Leaving Swap Meet at 11.00am, stopping at Bakers Hill on way back for the traditional pie. \$3.00 for back up, and you will have to pay \$5.00 entry to Swap Meet. Collin's work shop is at top of Wandera Crescent, Mundaring, which runs off Great Eastern Hwy. Barry O'Byrne 0418936254



### OLD FORKERS RUN & DISPLAY – 25 Feb 2018:

This run is put on by the

Pre-31 section of the VMCCWA to highlight the section and display old and girder fork bikes. It will be a short run about 45min (good for veterans). Starting at the club grounds (Hale Road) and finishing at the club grounds about 9am, for a breakfast and display of our bikes and other period memorabilia. All VMCC club bikes are welcome to come on the ride or just take in the display. We encourage you to bring your oldest bike. The run and breakfast will be put on for all members, ride or not, at \$5.00. Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent Ph 9293 2093

### IHC 2 DAY RALLY – MARCH 10/11

**2018:** Machines ridden must be over 25 years old. For more information see the [Information Pack](#) at <https://ihc.wildapricot.org>. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. Please direct any queries about payments or registrations to Glenda Patterson. Direct any queries about online registrations to John Presland

0410088057. **Registrations (limited to 180 riders) close on 9th February 2018.** The 2-Day will be based at the clubhouse of the Bunbury Motorcycle Club, located on the South Western Highway, adjacent to the Bunbury Airport. Entry form is in this Chatter.

**SWAP MEET – MARCH 25 2018:** The Swap Meet and bike display will be held at Cannington Agricultural Showgrounds (corner of Albany Highway and Station Street Cannington. Open from 7-30 am until 12.30 pm. Sausage sizzle, cool drinks, tea/coffee – cake etc, on sale at the venue. 7:30am – Sellers admitted to grounds @ \$10.00 each. 8:00am – Buyers admitted @ \$5.00 each. Sellers are welcome to bring any old or modern bikes, spare parts, accessories and motorcycle clothing. Tools of all kinds or memorabilia. Everything should be motorcycle related please. Enquiries: Greg Macham Ph. 0477021870 or email [gmaccham@bigpond.com](mailto:gmaccham@bigpond.com)

### DRAFT 2018 CLUB CALENDAR – FORECAST EVENTS:

Date	Event	Note	Organiser
April 7/8	Roaring 20s	Restricted Pre31 machines only	Ken Vincent
April 15	York Motorcycle Festival		
April 22	Economy Run		Jim Douglas
April 28/29	Busselton 2 Day		Greg Macham
May 6	Café Hop		Ian Curtis
May 20	Bygone Restorations		
June 4	Pre31 Foundation Ride	Long weekend	
July 8	Midland Workshops		Dave Weeks
July 15	Girder Fork Ride		Roger Bowen
July 29	Gold Star Run		Dave Weeks
August 7	Midland Workshops		
August 12	Meet & Greet BBQ	Club Unit	
August 26	Keith's BBQ		Keith Weller
September 1/2	Beverley Run	Restricted Pre31 machines only	Phil Skinner
September 9	Dam Early Run		Chas Bayley
September 14	Friday Nite Run		Ian Curtis
September 16	Chittering Run		Ian Curtis
September 30	Spring Rally	Invitation Event - Entry required	VCCWA
September 30	DGR		Post 70s
October 7	Car Boot Sale		Chris Davis
October 14	WA TT		
October 28	Roley Classic TT		Murray Barnard
TBA	Poker Run/Albany Hillclimb	Date to be confirmed	Albany VCMCC
November 18	Gingin Run		Jim Douglas
November 25	Xmas BBQ	Venue to be decided	
December 2	Peter Groucott Memorial Run		Roger Bowen
December 2	Joondalup Toy Run		Bikes Unlimited
December 8-10	Gypsy Tour		Murray Barnard
December 26	Boxing Day BBQ		Ken Vincent





# NEWS

Compiled by Murray Barnard

**VALE PETER JEANS:** Peter passed away on Tuesday 14<sup>th</sup> November after a long illness. Peter was one of the founding members of the Historic Competition Motorcycle Club and the first president. He loved his motor bikes and rode overland from the UK with his wife Barbara on two brand new Triumph Bonneville's to settle in South Perth WA. I met Peter when we were both motorcycle riding instructors for Ajax Driving School. Peter later opened his own motorcycle shop Manx Motorcycles in Beaufort St Mt Lawley. With his passion for vintage bikes and his 1924 BSA he joined the Vintage Motorcycle Club in 1975 his number being 50. Peter was a man of many talents and in later life he was building brass clocks and those who remember him he was never seen without a pipe in his mouth. He leaves a wife and 1 son 3 daughters. *Ken Vincent #52*

**VALE NOEL CLUTTERBUCK:** Noel Clutterbuck, a longtime club member and road racer sadly passed away on Nov 15th. Condolences to Fiona and family.



*Pic: Murray Barnard*

**IMPORTANT INFORMATION REGARDING MODIFICATIONS TO VEHICLES AND CODE 404 :** In light of interstate regulation changes, the Council of Motoring Clubs recently asked for feedback from member clubs about modifications to vehicles. A small proportion of membership responded in writing, though several phone calls and discussions had also taken place between club members and CMC Committee members. Following this the CMC Committee and the CMC Technical Committee held a special meeting at the end of November to discuss this in detail. There have been some misconceptions which need to be addressed.

It would appear that many people believe that the Code 404 Concession is controlled by the CMC. This is not correct; it is entirely administered by the Department of Transport. The CMC created the Code 404 Handbook, in consultation with

the DoT so club members could understand and meet the DoT regulations. This was under review for some five years and the updated Handbook was given to the CMC member clubs in December 2016. Please note: The CMC does not have the ability to make changes to the legal requirements of Code 404. 2. There is a misconception that no modifications are allowed on Concessionally licensed vehicles. a. The Code 404 Handbook makes it clear that certain modifications are allowed [Sections 9 & 11, copied below]. b. In certain circumstances application can be made to the Technical Committee for allowing modifications beyond the scope of those noted in the Handbook. c. There seems to be little understanding that a vehicle can be modified to include options and accessories that were offered in period. [Section 12, copied below] 3. There appears to be insufficient recognition that many modifications beyond the limits shown in the Handbook would require Engineering Permits even on a fully registered vehicle.

**HISTORY OF CODE 404:** In 1964 the Veteran Car Club of Western Australia approached the WA Police Department, for a concession for vehicles up to 1930 and *in original factory specifications*, to allow reduced registration costs. Some time later the cut off was increased to 1950 and more recently to the rolling 25 years that we have today. Maintenance of the manufacturer's original specification is one of the cornerstones of historic vehicle preservation and today remains a key objective of the concession.

Several comments have been made stating that if a modification was done to a vehicle in period, then it should be allowed today. This is flawed logic, as the modification may well have been illegal in its day, remembering that while Engineering Permits may be granted by the DoT, not all modifications are acceptable or legal on a vehicle registered in any way.

The DoT has made it clear to the CMC that it is not interested in the idea of changing the way Code 404 is designed to operate. Further, the CMCs Constitution spells out its purpose is primarily supporting restoration and preservation of vehicles through its member clubs. This must not be misinterpreted to mean modifying to preserve.

That said, there are some clubs questioning how owners of modified older vehicles in minimal use could benefit from a system such as Code 404. There has been much discussion about how this could be done outside of the restrictions of Code 404. In fact the CMC has been advised of other groups which have been making approaches to Government and the DoT, with some positive early indications. The CMC has resolved to support new initiatives to government for modified older vehicles, outside of Code 404. The view of the



CMC committees is that while support would be given however best possible, it is not the remit of the CMC to have such an initiative under the banner of the CMC. The CMC Technical Committee has agreed to a request for a meeting with one such group, which is expected to take place shortly. Perhaps this will eventuate in a new category being created. The CMC will advise member clubs of progress and how it might positively affect club members.

Dot Point Summary - The DoT controls Code 404 Concession, not the CMC. - The CMC is not able to make changes to Code 404. - Certain modifications are already allowed under Code 404, listed in the Handbook. - Period options and accessories can be acceptable under Code 404. - Applications can be made to the Technical Committee for modifications beyond those outlined in the Handbook. - Modifications made in period are not necessarily acceptable, dependent upon their legality. - The CMC has resolved to support new initiatives to government for modified older vehicles, outside of Code 404, however it is not the remit of the CMC to have such an initiative under the banner of the CMC.

*Regards, Geoff Moor President Council of Motoring Clubs (Inc)*

**YORK MOTOR MUSEUM:** Peter Briggs, has announced the sale of the York Motor Museum to a local community group. The Avon Valley Motor Museum Association Inc (AVMMA). will take over the day-to-day operation of the museum. The museum opened in 1979 and it had attracted more than a million people to the Avon Valley. The York Motor Museum was the catalyst for the renovation and renewal of York in the 1980s. Mr Briggs created the Settlers House complex, and other investors joined him renovating the town's hotels and commercial strip. The first around-the-houses motor racing event since the 1960s called the York Flying 50 was run through town and helped create a boom in historic motor sport in Australia. The new owners have plans to grow the museum and Peter Briggs will be renovating his workshop building further down Avon Terrace to create a reserve collection and motoring art gallery. The York Motor Museum will continue to open daily from 9.30am to 4.00pm.



York Flying 50 – Pic by Murray Barnard

**NOTE: BACKUP VOLUNTEER DRIVERS REQUIRED:** The Club Management C'tee has recently agreed to reimburse backup drivers at the rate of \$0.75/km for providing a backup service on approved club events. We have a very full calendar during the year thanks to the considerable efforts of event organisers and it is unreasonable to expect an event organiser to organise an event, administer & lead the event

on the day, often arrange meals and refreshments and provide the backup on the day. If a backup vehicle is not available then it is possible that the event will be cancelled at short notice. Accordingly the committee is appealing to members who for whatever reason are unable to ride in an event to volunteer to provide the backup service. You can even carry a passenger. It is essential role in the Club and one where costs are reimbursed in excess of average running costs, to recognise the extra cost of towing a trailer. The Club has a licensed trailer which can be borrowed for this purpose. Please contact the Secretary, Greg Macham or myself if you can assist on a future event. – *Murray Barnard*

A big year for the club. With a good spread of new and traditional events. But events don't run themselves, we rely on members pitching in to make things happen. We are fortunate to have a number of hard working individuals within the club who are dedicated to getting things done. It is time to share the load a little. Previously I have asked for volunteers, particularly for backup drivers. A big thank you to those who have stepped up and volunteered. Thank you to Darryl Howard and Graham Barron who both approached me to volunteer at the January meeting. Please consider offering to volunteer. If all members each took a turn at least once during the year, our club will continue to run smoothly. It is a great way to meet fellow enthusiasts as well. As the wise men say. If you put a little effort in, you get a lot back. - *Greg Macham*

**SCUTTLEBUTT:** I hear tell Michael Rock has injured his foot. In light of his recent serious injury, sympathy and wishes for a speedy recovery are again heartily expressed.

**YORK HILLCLIMB:** A hill climb event at York is currently being explored by the management committee. In the interest of the club having more events which provide an opportunity to actively run interesting machines in a public setting rather than just displaying them in a static manner, Greg Macham is currently liaising with various authorities to see if an event can be run in conjunction with the York Motorcycling Festival in April. At this stage discussions are preliminary and arrangements are not confirmed, however in the longer term it is hoped that the Club could conduct this or similar events with the hope that it becomes a signature event and a public drawcard.



George Webber on his Scott at York – Pic by Murray Barnard





# FROM THE SADDLE

By Jim Douglas

## NEW MEMBER APPLICATIONS

Ron Hawkins, Graham Bell, Barry Davies, Alan Herriott

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

## MINUTES OF THE VMCCWA MONTHLY MEETING 6TH DECEMBER 2017

President: Adrian White Treasurer: Apologies, Secretary: Jim Douglas

Members attending: 94 members attended the meeting with 7 visitors. **Apologies:** Greg Eastwood, Bill O'Halloran

**Visitors (7):** Andrew Mills inherited a Norton from his father, Graham Bell recently acquired an A10 which is in bits. Both interesting in joining the club.

**Microphone Usher:** John O'Brien for no obvious reason.

**Welfare report:** Mike Davies had to have his broken leg reset. Noel Simmons turned 80.

**Words of Wisdom from Rex:** Theme tonight was signs to make you smile.

**New members:** Hamish Stubbs, Doug Thompson, Bernard Carton. Bernard and Doug were present at the meeting and received his envelope from the patron.

**Minutes of Previous Meeting:** President called for acceptance/dissenters and business arising. Approved: Chris Davis, seconded Dave Weeks.

### Reports:

#### Presidents Report:

1. Presidents address in the Chatter was read out.
2. Presentation to Norm Chester for his appointment as a Life Member
3. The Urn of which we have 2 have disappeared. If anyone knows their whereabouts please contact a committee member.
4. The Committee is currently discussing a number of issues such as the points system, awards, bloodchits, and a briefing from CMC concerning whether to support a new 404 license for modified vehicles. If any member has a view please give them to a committee member.
5. The members who have put time and effort into the Christmas Cheers bin were thanked for their work.
6. The proceeds of the raffle this evening would go to the Salvos as part of the Cheer bin donation.

#### Correspondence:

A card received from the Bethanie Nursing Home in

Cottesloe was read out thanking the club for attending. A reply to Rod Marriott on his questions to the committee was read out. The annual return to CMC was reported following the AGM and any changes to management. The annual return to Dept of Mines, Industry Regulation and Safety was also reported

### Finance Report

The audit report found no misappropriation of funds. The report used the closing balances from the last audited report. A nominal stock balance of \$5,000 for spare parts was used as the actual value is subjective. The report showed a surplus for the year of \$37,025. The majority of this came from trading and spares raising approximately \$26,000 for the year. Annual subscriptions raised \$18,069. Most of the unit expenses were capitalised so don't show in this last year accounts as an expense. I am happy to answer any questions via email or phone. A copy of the audit report is on the website.

### October Accounts

Payments		Receipts	
Backup costs	114.30	Annual subs	1,175.00
Chatter postage	467.73		
Chatter costs	1,148.53	Bank interest	2.21
Library	30.00	Raffles	122.00
Raffle costs	120.26	Rally events	222.00
Stat/print/post	12.00	Trading spares	1,549.00
Unit	857.62	Others	227.50
	<b>2,750.44</b>		<b>3,070.71</b>

### November Accounts

Payments		Receipts	
Backup costs	353.25	Annual Subs	6,635.00
Chatter costs	2,347.94		
Chatter postage	469.53	Bank interest	2.17
Elec com	190.17	Raffles	161.65
Library	497.50	Rally Events	48.00
Others	65.00	Trading Spares	3365.00
Rallies and events	958.60		
Stat/print/post	112.00		5,227.14
Trading spares	510.66		
Unit	373.97		
	<b>5,878.62</b>		<b>10,211.82</b>



**Chatter Report: Murray Barnard.** Next Chatter is the February issue as I am taking a Xmas holiday break. Not a lot happens over the Dec/Jan period anyway, we have just 2 events, the Boxing Day Breakfast and the 2 Dogs Ride. Already we have some features for the February Chatter, one is an article on a Velocette in Antarctica, sadly 2 Bantams fell through the ice never to be recovered but I won't give it all away. On the web front the Events Calendar has been refined & redesigned. Now you can view events as a monthly calendar, a map view, a magazine photo view or a full year's listing. Looking to find a post on the site then remember to use the search function or just click on the posts index on the menu.

#### **Events: Past Events:**

Serpentine Fly-in event was a bit of magical mystery tour. But a good day once you got there.  
Electrical workshop: 2 members attended and are now experts on soldering and crimping connectors.  
Gingin Ride was eloquently and humorously described by John O'Brien. The two prizes for oldest and member who came furthest to the start was won by Terry McKie.  
Dam early Run was well supported with approx. 40 riders and all had a good day. Thanks to Chas Bayley and Family for putting on the event.  
The Whiteman park run was fine but more volunteers will be needed in future to man the checkpoint for a poker run.  
Peter Groucott ride organised by Roger Bowen had 25 members riding even though it was a hot day. Thanks to Roxanne for a great lunch.

#### **Future Events:**

All events listed in the Chatter  
9/10 Dec Stirling Range Gypsy Tour: with a ride to Albany for a social event with the Albany section.  
Post 70 section are having a bit of a Christmas do. Details from Ian Curtis.  
26 Dec Boxing Day breakfast start early at Mundaring Weir (Informal) **BYO**  
Woodys run is cancelled.  
14 Jan: Two dogs organised by Dave Weeks. Details in the chatter.  
1<sup>st</sup> Feb Clive Glands is organising an old timers mid-week event. Details in the next Chatter  
4<sup>th</sup> Feb is a new run organised by Murray Barnard starting from Kings Park

**Membership Sec :** Please read and complete the renewal form correctly if you wish to renew your membership.

#### **Dating Reports:**

**Pre 70 Maurice Glasson:** 4 bikes this month as follows, 1951 BSA C11 for Andrew Duncan, 1963 BSA Bantam for Simon Wimbush, 1948 Ariel RH350 for Paul Saville, 1959 BSA Goldflash for Tim Kullack.  
Its good to see the BSA Goldflash back into the club again having been previously ridden in the club by Tims father Arthur. Older members may remember Arthur who would ride his bike from Kalgoorlie, ride in the Busso two day then ride home again. He also rode from Kalgoorlie to Adelaide in

1996 rode in the 40<sup>th</sup> anniversary rally for a week and then rode home again.

**Post 70 Les Vogiatzakis/Murray Barnard:** 1980 Suzuki GS1000G Bill Cunningham, 1978 Guzzi le Mans & 1975 Triumph Trident for Francis Smith.

**Concessional Licensing: Phil Skinner:** Examinations carried out last month for Bill Cunningham 1980 Suzuki GS 1000 and Roger Bowen 1937 BSA M22 500cc

**Full to Concessional Inspections:** During October/November: 1964 Vespa for Nigel Battams, 1991 Honda VFR for William Carroll, 1972 Triumph and a 1972 Norton for Francis Smith.

#### **Other reports:**

**Library:** Ken Vincent: English VMCC has gone down the same format path as us with their new magazine. It is in the library for an interesting read.

**Spares** Keith Weller: Specials are on offer this months. See Keith for these absolute bargains. The Spares store will close next Wednesday and re-open in January.

**Points Officer** SOG: Event record forms are still coming in.

**Regalia:** Business as usual. Some gear on display at the front of the meeting.

#### **Bits and Pieces**

A new member is looking for a locating device for his BSA engine. Another member had the part required.  
Chas Bayley has a large set of bits for a Triumph but needs a petrol tank if anyone can help.

The meeting closed at 9.05 pm after the raffle.

There then following an interesting presentation on an American Motorcycle Tour by Stephen Starling

President

Secretary.

#### **MINUTES OF THE VMCC OF WA MANAGEMENT COMMITTEE MEETING - HELD IN MADDINGTON UNIT DECEMBER 2017 – WEDNESDAY 13TH AT 7.30 PM.**

**President:** A White **Vice President:** M Barnard **Treasurer:** G Eastwood **Secretary:** J. Douglas

**Committee Members Present:** Above plus, D Weeks, C Davis, G Macham

#### **Agenda**

- 1. Previous actions outstanding – ALL**
- 2. New Member Applications – JD**
- 3. Finance – GE**
  - a. Software Accounting Package
  - b. Review of Fees paid to backup drivers
  - c. Status of Bank signatories
- 4. Events – GM**
  - a. Annual Calendar – GM

- b. New Events
- c. Club Hill Climb - suggestion

5. **404 Issues - MB**

- a. CMC request to Clubs for views on Modified Vehicles (New 404)
- b. Request to remove bikes from D/B – answer received from CMC

6. **Busy Bee at the Unit to dispose of surplus equipment. - ALL**

7. **Bereavement Notices - The what when and where of how we inform the Family and the membership. - AW**

1. **Actions outstanding – ALL**

**Previous (GM)** To advertise for back up drivers in the chatter and at the monthly meeting. This will continue to be announced as the need for backup drivers could lead to some rides being cancelled in future. Also agreed that if no backup driver available the event organiser needs to take responsibility and do it himself. **Action ongoing to keep the pressure on for volunteers**

**17.9.3 (GM)** to prepare a draft rides calendar for 2018 for the next committee meeting. **Action Complete but see minutes of this meeting.**

**17.10.4 (BoB, MB)** to jointly take stock of what we have and advise whether any pictures have gone missing. So far some photo's have been found, but not all. The search will continue at the busy bee at the Unit. **Action ongoing**

**17.11.1 (MB)** to setup a sub-committee to create the terms of reference the sections. **Ongoing**

**17.11.2 (DW)** To provide a list of concerns being expressed by the Pre-31 section. This action would appear to have disappeared because now no concerns were being raised by the pre-31 section. This result was disappointing as the committee were looking forward to dealing with any issues raised. **Action Closed.**

**17.11.3 (ALL)** to provide feedback on a new concessional license for modified vehicles. Deadline next committee meeting. Following discussion it was agreed that we will write to CMC to support a modified 404 licensing scheme because this would follow the way motorcyclists appreciate their bikes. **Action Done**

2. **New Members Approval.**

Ron Hawkins, Graham Bell, Barry Davies, Alan Herriott. Approved subject to no adverse comments after publication in the next Chatter.

3. **Finance – GE**

**a. Software Accounting Package**

GE to go ahead and look at software packages which are reasonably priced and will do the job we required. Will also make the audit much simpler each year.

**17.12.1 (GE)** to recommend a financial software package for the club

**b. Review of Fees paid to backup drivers.**

After some debate it was decided to increase the payment to the backup driver to 75c/kms, from the current 45c, subject to further review of government or tax office official rates. MB will advise on rates available.

**c. Status of Bank signatories**

GE will provide the necessary documents to the BOQ for AW to be included as a bank signatory and previous signatories to be removed. AW will visit a BOQ branch to provide a client ID and specimen signature.

**17.12.2 (GE)** to complete bank documentation for all account signatories

**17.12.3 (AW)** to provide specimen signatory to BoQ

4. **Events – GM**

**a. Annual Calendar – GM**

The review of the annual calendar took up most of the meeting with GM taking notes on what changes were necessary to at least provide a working document. There were gaps in the document with some organisers not as yet identified. However even with gaps, once updated by GM we have an official calendar for the year which can be published.

**17.12.4 (GM)** to update the annual events calendar following discussion and provide for next chatter. The discussion identified a number of issues with events which will need future discussion:

- a. Whether we should have 2 official events on the same day. (If an organiser get very little support for a ride will he be willing to run it again)
- b. Whether restricted rides should be on the calendar.
- c. How we represent invitation events on the calendar.
- d. Whether two Perth sections can and should be free to have an event on the same day.
- e. How many events in a month are healthy for the club.
- f. No backup driver, putting the onus on the organiser may eventually kill off some of the events.

Rides where a bloodchit was not completed have possibly caused a jaundiced view of some events.

**b. New Events –** Leighton Tunnels on 4<sup>th</sup> Feb, Clive Glands old geezers mid-week event on 8<sup>th</sup> Feb were approved.

**c. Club Hill Climb –** GM thought that the possibility of an event in York was good assuming that we can get appropriate insurance. An interesting idea which could be a very popular event. Further investigation would be carried out on the viability by GM, which will include canvassing CAMS.

**17.12.5 (GM)** to investigate the viability of a club hill climb at York and report back to committee.



## 5. 404 Issues - MB

### a. CMC request to Clubs for views on Modified Vehicles (New 404)

This was discussed in some detail and due to the fact that motorcyclists have always modified bikes with different major components over many years, and is part of our DNA, it was thought that we should add our support to this idea. A letter would be written to CMC expressing the clubs interest subject to the likely conditions.

**17.12.6 (JD)** letter to go to CMC expressing our interest on a new type of 404.

**b. Request to remove bikes from D/B** – we have received a letter from CMC giving their view on the request from two members of VMCCWA. They are of the opinion that a member can move his 404 registered bikes to whatever club he wishes subject to the new club accepting them. The member is personally responsible for ensuring that he/she has his vehicle registered with a club. We will ensure we keep the documentation giving this recommendation from CMC and write to the members concerned accepting that they no longer have any bikes registered with the VMCCWA. This means we have no further responsibility for these members compliance with 404 regulation which is particularly relevant to IMPROMPTU rules and probably our bloodchit. One committee member thought we should be more formal in the exchange of bike registration with the “other” club. However the majority of the committee were happy to just inform the members and get the vehicles off of our registry.

**17.12.7 (JD)** letter to go to the two members who wish to remove their vehicles from our registry advising of our thoughts.

## 6. Busy Bee at the Unit

CD to arrange a busy bee at the unit at the earliest convenience to dispose of surplus equipment. It is important that all committee members are present to ensure that we do not throw away important memorabilia.

**17.12.8 (CD)** organise a busy bee at the Unit.


## 7. Bereavement Notices – It was agreed that flowers and card to the family was much more appropriate than notices in the paper for condolences. The welfare officer will make the choice in future. Notices of funeral arrangements due not always arrive for distribution to members. However email would appear to be the best method, with a Vale notice in a chatter at a later time.

The meeting closed at 10:30 pm

President.

Secretary

key pages of the latest statement are shown below:



Government of Western Australia  
Department of Mines, Industry Regulation and Safety  
Consumer Protection

INFOSMT

### Information statement

Associations Incorporation Act 2015 s. 159 Associations Incorporation Regulations 2016 r. 15

<p><b>Purpose</b></p> <p>Associations incorporated under the Associations Incorporation Act 2015 (the Act) use this application form to provide required information to the Commissioner for Consumer Protection in accordance with the Act and the Associations Incorporation Regulations 2016.</p> <p><b>Instructions</b></p> <ul style="list-style-type: none"> <li>Tap directly into this form electronically (before printing and signing it as hard print ready using black ink in black boxes).</li> <li>Tick if where applicable and complete all sections of the form.</li> </ul>	<p style="text-align: center;"><b>OFFICE USE ONLY</b></p> <p>Job Number 3713868</p> <p>Date received 14 November 2017</p>
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#### SECTION A: INCORPORATED ASSOCIATION PARTICULARS

- This information statement is for the association's financial year ending: Day Month Year  
30 June 2017
- What is the name of the incorporated association?  
The association's name as shown on the certificate of incorporation.  
THE VINTAGE MOTOR CYCLE CLUB OF WA
- What is the incorporated association's registration number (IARN): A07500621
- What is the association's current address?  
Provide the association's email and the address you want the Department to use to send correspondence to. The email address should not be a personal email.

Street	PO Box 858		
Suburb	HILLARYS		
State	WA	Postcode	5923
Email	secretary@vmccwa.com		
- What is the association's current address for service?  
The address for service is the address that you want the public to use to contact the association.

Street	PO Box 858		
Suburb	HILLARYS		
State	WA	Postcode	5923
- Which category best describes the association's main objects or purpose?  
Historical or cultural preservation

#### SECTION B: REPORTING AND REGULATORY OBLIGATIONS

Does the association currently have at least six voting members? Yes

7. When did the association hold its last Annual General Meeting (AGM)? Day Month Year  
01 November 2017

8. What was the association's total revenue\* for its last financial year?  
Note: Revenue is the total amount of money received or earned by the association in a financial year. \$ 73,248

9. Is the association registered with the Australian Charities Not-for-profit Commission (ACNC)?  
Yes

#### SECTION C: AUTHORISED PERSONS PARTICULARS & DECLARATION

Provide the name and particulars of the person making this application:  
Any correspondence about this application will be sent to this person.

I certify that:

- I am a duly elected committee member of the association or authorised by a committee member on behalf of the association to submit this statement under the Act;
- the information contained within this statement is true and correct;
- I understand that it is an offence under section 177 of the Act to make a false and misleading declaration in relation to this application; and
- I acknowledge that by participating in the lodgement of this application electronically I agree to be bound by the Associations Online Terms and Conditions of Use.

Yes, I Agree Date 14 November 2017

Name	Mr James Douglas		
Street or PO	PO Box 858		
Suburb	HILLARYS		
State	WA	Postcode	5923
Telephone	0894016763	Mobile	0404505750

**ANNUAL STATEMENT OF INCORPORATION:** Each year a formal statement reaffirming the club's status has to be made within 6 months of the end of the financial year. The

## MINUTES OF THE VMCCWA MONTHLY MEETING 3RD JANUARY 2018 HELD AT WATTLE GROVE COMMENCING AT 8.00PM

President: Apologies Treasurer: Apologies Secretary: Jim Douglas

Members attending: 56 members attended the meeting with 2 visitors

**Apologies:** Greg Eastwood, Adrian White, Murray Barnard, Martin Rankin, Dave Moore, Paul Peghini

**Visitors (2 ):** Both interested in getting old bikes restored and possibly joining the club.

**Microphone Usher:** Chris Davis kindly volunteered.

**Welfare report:** Michael Rock is still crook. Has now broken a bone in his back..

**New members:** Ron Hawkins, Graham Bell, Barry Davies, Alan Herriott. Alan received his welcome envelope at the meeting. The others will be sent in the post.

**Minutes of Previous Meeting:** No previous minutes published at this time. Ratification of minutes will take place at the next monthly meeting.

### Reports:

#### Presidents Report:

A new rate for backup drivers was agreed by Committee. It is now 75c/km.

#### Correspondence:

Emails received from 2 members asking to remove their bikes from the club database. The letter accepting that this is standard practise when transferring to another HISTORIC club was read out.

#### Finance Report

No report this month.

#### Chatter Report: Murray Barnard.

Next chatter end of January following the Christmas holiday. Deadline for submissions 12<sup>th</sup> January.

#### Events: Past Events:

10/11 Dec Gypsy ride to Stirling Ranges: A great week-end away with two good rides to Albany and Mount Barker. A huge thank you to the Albany section for their generosity and hospitality. A special mention to Ken Foster who rode his AJS 350 all the way from Perth to the Stirling ranges.

26<sup>th</sup> Dec boxing day event was well attended.

#### Future Events:

Leighton Battery ride on the 4<sup>th</sup> February. Organiser: Murray Barnard

2 dogs run on the 15<sup>th</sup> Jan. Organiser Dave Weeks.

8<sup>th</sup> Feb: Mid-week event organised by Clive Glands for all members with special emphasis for the older members who wish to get together.

A Busy bee is being organised at the unit to finally sort what

equipment we wish to keep. Likely date is 27<sup>th</sup> Jan. Should be a bar-bee at the end. Organiser Chris Davis.

Terry McKie is arranging a mid-week corner marshal run in the near future. Details will be in the Chatter.

Volunteers for Backup driver on any of our rides would be appreciated. This could be of interest if you no longer ride, have a bike under restoration, or any other reason but wish to be part of the camaraderie of a club event. Names to Greg Macham please.

A hill climb event at York remains a possibility. Watch this space for more information.

**Membership Sec :** 308 renewals so far. Which is better than last year at this time. Members were reminded DoT do not give any dispensation for 404 licensing if you are no longer a financial member. If you have not renewed by 31<sup>st</sup> December 2017 you are deemed by DoT to be non-financial and therefore ineligible to ride a 404 licensed motorcycle.

#### Dating Reports:

**Pre-31 Michael Rock:** No dating this month and Michael is crook.

**Pre 70 Maurice Glasson:** No dating this month.

**Post 70 Les Vogiatzakis/Murray Barnard:** 1984 Honda VF 1000 for Bernard Carton, 1974 Kawasaki HIF 500 for Andrew Hobday, 1974 Triumph T150 for Mark Roberts.

**Concessional Licensing: Phil Skinner:** Examinations carried out last month for Tim Kullach 1958 BSA A10, Andrew Hobday Kawasaki 500, John Moorehead 1937 BSA Empire Star Outfit, Francis Smith 1977 Moto Guzzi.

**Full to Concessional Inspections:** During December: 1984 Honda VF1000 for Bernard Carton, 1974 Triumph T150 for Mark Roberts.

#### Other reports:

**Library :** Ken Vincent: no Report

**Spares** Keith Weller: The stores will re-open on Wednesday 27<sup>th</sup> Jan.

**Points Officer** SOG: Event blood chits required..

**CMC Rep:** John Moorehead Two items of note:

a. DoT/CMC have received a number of submissions on extension to 404 to cover modified and hot rod vehicles. These have been made in previous years and the previous government rejected them. We wait and see the outcome but do not expect a rapid turnaround.

b. CMC which to make it clear that they do not make the rules on 404 but follow DoT advice. Certain modifications are acceptable as detailed in the Information Booklet. However further modifications may be possible by submission to the CMC technical committee who if they think fit will seek approval from DoT.

**Regalia:** Business as usual.

#### General Business:.

Terry McKie wanted the committee to consider a proposal to extend the existing Database to allow members to check their individual details, personal and vehicle for



correctness. In this way saving club officers the task of verifying entries annually. This would involve spending money to employ an engineer to extend the existing database.

Members should be aware that some councils in the hills have taken to the spreading sand on roundabouts. This is clearly dangerous to the motorcycling fraternity.

A reminder about IMPROMPTU runs. Ensure you register with secretary before leaving home.

#### Bits and Pieces

Weekys has a centre stand spring for a BSA A10 for the person who requested it.

Does anyone have a plunger Goldstar.

A couple of bikes for sale from a deceased estate. A 1969 BSA A65 lightning which has been licensed some years ago. A 1960's AJS 350 bitsa which has never been licensed. Neither bike is currently a runner and will require a good amount of work. See secretary for contact details.

No prizes for the raffle this month. Keep your tickets for a bumper raffle next month.

The meeting closed at 8:40 pm

President

Secretary

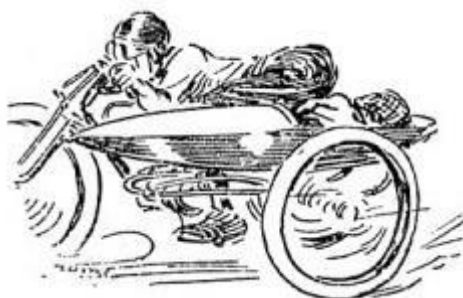


## PAST EVENTS

**DAM EARLY RUN: 19 Nov 2017** – Good turnout with for the ever popular dam run through the hills. Chas & Co. as per usual put on a hearty breakfast which was devoured by the attending riders and crew. Lovely weather for a ride as well. *Pics: Murray Barnard*









**WHITEMAN PARK – 26 NOV 2017:** 35 machines in attendance on a fine day, which was not too hot. Relaxed opportunity to chat and catch up with the new museum extension. Some disappointing problems with catering which will be fixed. Thanks to Colin and the ladies for their efforts. *Pics: Murray Barnard*





**PETER GROUCOTT MEMORIAL RIDE: 3 DEC 17:** Organised by Roger Bowen, the ride from Serpentine to the coast and back was held on the first hot day for December. Lat Fuller brought his Douglas out to play.



**CHARITY RIDE – 3 DEC 17:** Rob Rowe and John O'Brien joined 3000 + bikers on the charity ride from Belmont Park







The Gypsy Tour to the Stirling Range started off well, fine day and the open road ahead of us. Terry McKie met us and headed off ahead of us on his big Honda. Richard Blackman, Karen, Ian Curtis and Jacqui & I headed off in convoy along Brookton Highway, through the forest and into the wheatbelt once past Pingelly, Narrogin and Katanning. Turning off out of Gnowangerup we headed directly for the Stirling Ranges and finally arrived at the Stirling range Retreat near the Bluff Knoll turn-off. Keith Weller and Yanti. Ken Foster, Jim & Li Huai, Martin Robinson and Leon Spicer were already there. Terry Burrows & Karen arrived soon after. Andrew Hobday went down separately and would meet us at Albany. Some camped and others took cabins but we all met up in the camper kitchen for dinner.

Saturday dawned sunny and clear and by the time we gathered to head off to Albany the day was warming up considerably. Clad in our riding gear we soon were pretty hot. The bikes rolled out of the Retreat and heading through the Ranges towards Albany along Chester Pass Road. Other than the heat the only problem was road trains heading to and from Albany, they could give the bikes quite a buffeting as a hot wind was blowing. There was a short stop for Martin whose SR500 seemed to start running hot in the heat. After a break we were off again and rolled into Bakers Junction where a large crowd from the Albany Section was waiting for us. After a drink and greeting members of the Albany Section, we headed off following Paul Armstrong along some great roads particularly around Elleker and up to the Wind Farm. About 40 bikes were lined up at the Wind Farm as we went and looked at the coast and along West Cape Howe. The day was getting hotter and the water looked inviting. Soon we arrived at the Albany Section's club room set on the shore of Princess Royal harbour under some peppermint trees. A virtual paradise except for the beating sun. A BBQ and chat with section members ensued and the hospitality was gratefully received. Everyone on the tour thoroughly enjoyed the occasion. Ed Shekell was awarded his well earning Life membership certificate to the acclamation of assembled members. Soon the gang gathered up for the return to the Stirling Range Retreat. The ride back was like being in a fan forced oven, the hot wind making the ride difficult and wearying. The temperature had hit 41C during the day. Consequently, most of us ended up in the pool at the retreat for quite a while trying to cool down.

Sunday, we headed up early to try and avoid the heat. We headed off along Salt River Road which follows the Range Westward for quite a way. We turned off at Tenterden and then hit Albany Highway in search of our destination, the Mt Barker pie shop. Here a veritable treasure house of pies, pastries and cakes awaited us and it was met with great approval all around. After re-fuelling we headed out along the delightful Woogenellup Road which follows the Range back to Chester Pass Road. After a few miles I noticed I had lost Ian so turned around to find him. His generator wasn't charging his bike's battery and he had lost power on the Suzuki T500 and stopped on a rather sun blasted hill. We pushed his bike up the hill to find some shade and waited for the



back-up vehicle. Eventually we all got back to the Retreat, hot & bothered and sought out the pool again as the day has heated up again. That night the camper kitchen rocked to discussion on the finer points of the meaning of life and much liquid refreshment was consumed. Meanwhile a thunderstorm came in & cooled the place down with a massive drenching of 15mm of rain. Lucky it didn't hit when we were out riding! The next day the Gypsy Tour was over for most of us and the location and the event was judged a great success. Everyone had a ball. Special thanks go to the Albany Section for making it a fabulous experience for everyone and for the great hospitality shown to us visitors.

















**BOXING DAY BREAKFAST – 26 DEC 2017:** A good turnout of about 30 bikes and a visitor from eastern states who was re-enacting a 1950 ride of a woman who rode a royal Enfield solo from Perth to Sydney (for story of the original ride by Winifred Wells see June/July 2017 Chatter) – *Ken Vincent*



## ALBANY MATTERS

by Roger Bittner

First off the Albany section members wish all in the VMCC of WA a very happy New Year. And my thanks to Jim Douglas and Murray Barnard for their valuable assistance throughout last year.

Although the Deceased Riders Memorial run is a sombre occasion, it is also a reminder that we are lucky in still being fit enough to ride with our mates. The weather was perfect and we had a good turnout. Dennis secured us a free pass for the Two Peoples Bay national park and we set ourselves up in the picnic area. The backup trailer rolled in a little late as we had one breakdown, and because it was also carrying the BBQ, lunch was delayed slightly. Paul called us together for a minutes silence, we all had our personal memories of course, mine were for a fellow member who was an absolute delight to spend time with. I remember that when I came on my first ride he was the first to walk over and welcome me. He was taken very suddenly and we still miss him. The memorial ride is a great way to keep these members with us in spirit, and I am sure many of the others present had a

similar experience. And thanks to Bill for providing the trailer backup.

### **ALBANY SECTION MEMBER'S PROFILE:** Andy Duncan

Andy Duncan rode his first motorbike, a Honda 50 step through when he was 12, and moved on to the ownership of a Honda CB 175, bought 2<sup>nd</sup> hand in 1974 when he got his licence at the age of 17. His 3 favourite bikes are a 1975 Yamaha XS650C, which he rode around most of Oz, a Harley Davidson Heritage Softail and a 1985 BMW R80. Andy would like to own a mid 1980s BMW R100. His longest ownership of a bike is 10 years, the Yamaha XS 650C. Favourite ride? The Ravensthorpe Rat Run, many years ago. Andy joined the club in early 2017 after taking semi retirement to Albany. He wanted to meet other Motorcycle owners, outside of his usual circle of farming friends. Thanks Andy.

*I have asked our members to submit material for the Chatter, and I am pleased to say the response has been excellent.*





Albany section crossing the Kalgan River bridge - Pic by Peter Ogborne

## Twins ride shotgun

ALBANY identical twins Jesse and Luke Wilson have every reason to smile – they will ride shotgun with Santa for 31st Bikers Charity Run for the Salvation Army's Christmas Fund Appeal on December 9.

Paul Armstrong is the organiser of the event and said one of the jobs at the top of his list each year was finding deserving passengers for the trike that is driven by the main man.

"We really wanted to give a child that had experienced, or is still experiencing trauma, the opportunity to do something fun," Mr Armstrong said.

"After ringing around I heard about Jesse and Luke. It seemed only fitting to ask if they wanted to join in."

For all appearances, Jesse and Luke are normal looking nine-year-olds; however, as mum Kylie puts it, "they've experienced and endured more in their nine years than some do in their whole lifetime".

Both boys were diagnosed with spontaneous congenital liver disease as infants, which was managed with diet and medication until things turned for the worse when they were seven.

"I learned that both of the boys needed liver transplants. The doctors said if Luke didn't get a transplant he wasn't going to make Christmas," Kylie said.

Luke's first transplant failed and he was in pediatric intensive care for three weeks until another liver was available.

**More on Page 2.**

■ Cheeky twins Jesse and Luke Wilson will ride in Santa's trike for this year's Bikers Charity Run.

Photo: Grace Jones

**From Page 1:** "It felt like we only just got back to Perth when we got the call saying Jesse was going to have his transplant," Kylie said. Luck wouldn't be on the Wilson family's side however, when Jesse's donated liver also failed. "He underwent the two surgeries for livers within two days," Kylie said. "They were very sick little boys. The support received from friends and family during those rough two years still touches Kylie today. "The help I got from my parents-in-law was just amazing. Since my mum



had passed away I didn't really have a support base and they made themselves be it." Kylie said she had also been on the receiving end of the generosity of the Salvation Army. "The kids had received gift hampers from the Salvos before, and I'll never forget that moment of happiness the boys had when they got them," she said. "They're very aware for nine-year-olds and they donate to the Kmart Wishing Tree when they can; they know what it's like to need help. "Our family are very proud to advocate the amazing work done by the Salvos. You just never know when you'll need their help." – Courtesy Grace Jones: Great Southern Weekender 23 November 2017 (*Good one, Paul, well done*)

#### **MY VINTAGE MOTORCYCLE LIFE** by Jim Robertson.



In the 1970s I bought 2 vintage motorcycles. A 1925 800cc AJS with sidecar, my number one bike, and a 1938 1200 Harley Davidson, since sold. At that time I joined the VMCCWA, but because of distance, farming and family I dropped the membership. On retiring to Albany I rejoined. Now I have a 1957 Harley Davidson with sidecar, restored by a chap in Perth. Ex Vietnam bike was used as escort when the US moved out. I started restoring a 1929 250cc Levis 2 stroke, an ongoing project. A nice bike I bought is a 1915 Sunbeam, ex Bill Cowlin. Last year I obtained the bones of a 1929 Baker, lots of parts needed, like a Villiers 2 stroke motor and an Albion gearbox. A month ago I bought a BMW R75/5 electric start, like all old bikes they like to break down, part of the game!. The Albany members are good to be with and always willing to help out. *Thanks for submitting that Jim, and please other members, keep the articles coming in.*

**SPRINGTIME IN THE GREAT SOUTHERN:** Ah spring! No we're not that slow in Albany; spring really does turn up later here! Now where was I? Oh yes - springtime; when a young man's thoughts turn lightly to love and the oldies thoughts turns to the other love of their life - becoming one with their bike(s) after a cold, wet winter. As a result, we've had spring blooms of members and bikes lately; typified by a large group (was it 21)? for our midweek run to Nippers Cafe, 25km east of Albany. And no wonder; Sharon's coffee & food is always good, a 26 degree day and great camaraderie; it's as good as it gets! Six of the group decided to double their enjoyment of the day and instead of going home for a nanna nap, rode over to Denmark (130km return) for lunch by the river mouth. The second spring bloom is the number of BMW's appearing in the club. Is it an evolutionary thing? Perhaps an age thing? Does it help to have a Teutonic surname? Is it a subversive or perhaps a seductive thing? Whatever - hello to Andy / Bernie / Dave / Gary / Geoff / Jens / Jim / Manfred / Roger and any closet owners who are enjoying their bikes. We're a small (no sub sections ) friendly group here where all bikes mix and this will be on display on 9th of December when the charity ride the Club organizes for the Salvo's happens and upwards of 400 riders, bikes and friends and families join us. We acknowledge the time and effort put in by Paul and Dennis (with help from others in the Club) to make this event happen. It's quite a buzz as you mix with 400 other riders, realizing how many bikes there are around Albany and seeing so many people enjoying so many different bikes. *Bernie*

Our Chairman Paul, assisted by Dennis and other willing volunteers put on another successful Christmas Charity Run. \$4370-50 and a truck load of toys and food items etc was raised, plus we donated \$500 from the sale of badges. 320 vehicles took part, comprised of solos, sidecars, trikes and mini bikes. We had excellent help this year from Police sergeant Dave Murphy and his team, they got right into the spirit by decorating the escort car. ATM also helped with traffic management. The Christmas Tree run was enhanced this year by the participation of our Perth club members. We met them at Bakers Junction and rode together via the Wind Farm to the Chalet. There we shared a BBQ lunch, after which Life Membership was awarded to Ed Shekell, by Jim Douglas. Ed was quite overwhelmed, and it was moving to see Shirley (also a life member) give him a congratulatory hug. The two of them have played a big part in our sections history. Afterwards we enjoyed the excellent food, including salads, desserts, cakes and fresh fruit provided by our women volunteers. It was good to have the opportunity of meeting the Perth group, and well done to them for making the effort.

At our January general meeting Paul presented Bob Shanks with the Outstanding Service Award. Bob is the first member to receive this new award, and he certainly deserves it for his many years of dedication to our section.

The February run will be Shanes City Outlooks Appreciation Ride and will take us to the best vantage points from which to view the city. It is recommended that riders bring a drink for along the way, lunch will be had at Emu Point, fish and chips or BYO.



We also wish Dennis all the very best for his treatment in Perth, and look forward to welcoming him back with us.

Coming Albany Section Events: March - Mike Hylands run, May - Geoff Osbornes run.

**Please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

**CORRESPONDENCE: LETTER FROM ED SHEKELL** - *"I wish to thank the VMCCWA and all its members for the great Honour the Club has bestowed to me. I'm very humbled and receive it with much gratitude to the Club. My sincere thanks and wish the VMCCWA my best wishes. My many thanks to all".*

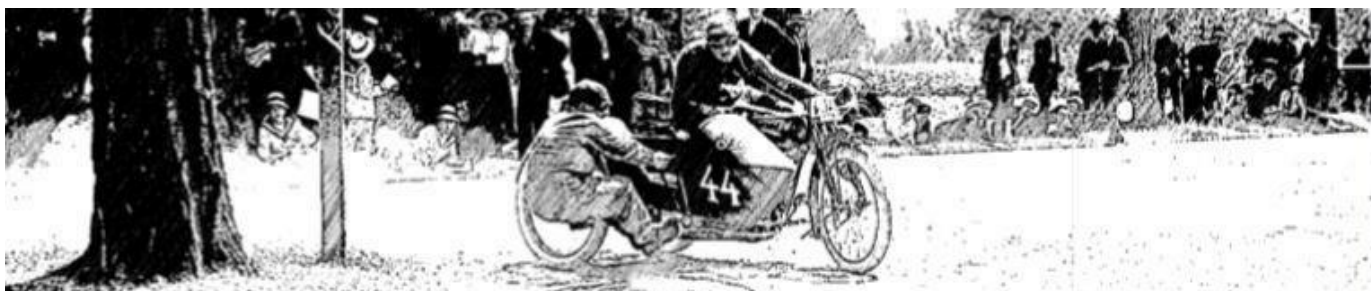


## PRE31 SECTION

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**Minutes of Meeting # 372 – 22 Nov 17:** 16 Members were in attendance. Financial report by Graham Coole accepted. Dave Weeks provided a Management Committee report. Decisions about including 1931 through to 1949 bikes in Pre-1931 Section, and having Representative on the Section autonomy subcommittee deferred until January meeting.





Early Norton Four

## TWO-WHEELED ANTARCTIC ADVENTURES

*For the past 18 months former Antarctic expeditioner (Mawson, 1960), oceanographer, and vintage motorbike enthusiast, Dr George Cresswell, has been corresponding with Antarctic Division staff and scores of former expeditioners (from 1960-1980) to track down yarns and photos related to motorcycles at Australian stations.*

This story is the result of two events that were separated by 53 years. The first was when, as a 22 year old, I rode my 350 cc *Velocette* motorcycle to the *Thala Dan*, tied up alongside the Melbourne docks in January 1960, and asked the ship's Danish coxswain if he could load it on board for me. 'No worries,' he said, 'just drain the petrol out of it.' And so, the bike went to Mawson, where it gave many of us a lot of enjoyment when we rode it on the sea ice. The second event was in 2013 when Doug Farr of the *Velocette* Owners Club of Australia asked me if I would give a talk to members at their annual get-together. That started me on a search for yarns and photos of other motorbikes that might have been taken south by Australian National Antarctic Research Expeditions (ANARE) personnel. I thought initially that there might have been three or four, but now, thanks to emails and other communication from past expeditioners, I've counted

32 between the years 1960 and 1980. In most cases the motorbikes were taken down unofficially, with 17 going to Mawson, six to Davis, nine to Wilkes/Casey, and one to Macquarie Island. In 1947 Doctor Alan Gilchrist took an *Indian* to Heard Island, but the terrain proved too challenging for it to be used very much. The first motorbikes on the Antarctic continent were two 120 cc machines that had been donated by the Husqvarna company to the 1949-52 Norwegian-British-Swedish Expedition to Dronning Maud Land. Charles Swithinbank, the youngest member of that expedition took the motorbikes out of their crates and used one for riding around and adapted the other to become a back-up generator for use on field trips with tracked vehicles. The *Husqvarna* that he rode had factory-fitted skis on both sides and these proved very useful. Charles said that he managed to start the motorbike at temperatures as low as -46°C. It was an honour to exchange emails and photos with Charles before he died in early 2014. In 1960 we used the *Velocette* to explore beyond Mawson station, usually on Sunday afternoons, and to tow skiers and dog sleds with two or three passengers. The speed was exhilarating. Photos from later years and the other continental stations record similar activities. The *Velocette* played a central role in finding our DC3 Dakota, which had broken its tie-down



cables 20 km inland in a blizzard in December. The aircraft was carried into crevasses high above the sea ice. It was beyond recovery, but the motorbike and dog teams recovered navigational and photographic equipment. As one reads through the yarns sent by ANARE motorcyclists, one behavioural trait seems to recur: a belief that the sea ice in late spring and early summer will support the rider and his machine, as it did all winter, even when it's obviously thin and even looking black. I had the experience of having to change direction when an Adélie penguin popped up through a hole in thin ice 50 m in front of me – and I was silly enough to move closer to take a photo.

Others had similar stories. In 1970, Dave Parer, on foot, broke through black sea ice when he and Malcolm Robertson rode the 500 cc *Matchless* from Mawson to one of the outlying islands. As Malcolm told it, getting him back onto ice sturdy enough to hold him was touch and go, and the ride back to the station in shared clothing was anything but pleasant. They didn't tell anyone about the saga for 40 years. Two riders lost their motorbikes through the sea ice, with the first being Don Seedsman in 1964, out from Mawson. He was doing about 50 km/hr when his 150 cc *Bantam* broke through a frozen-over tide crack. 'The 50km/h forward inertia of my body deposited me on the far side of the hole, and I only got one wet leg as I climbed out of the crash-hole,' Don said 'Luckily the cuffs on my trousers didn't snag on the footpegs of the bike. I just had time to look around and see the tail-light disappearing into the water; everything happened so quickly! 'Phil Jacquemin came past on his locally-made ice yacht and offered me a lift back to base, which I readily accepted.' The second loss was at Wilkes in 1965 when Mark Forecast was delivering fresh bread across the bay from Wilkes to REPSTAT ('Replacement station', which later became the old Casey station). 'The bike lurched into a tide crack and I went over the handlebars. I was hanging on to them to prevent the *Bantam* from sinking and

I could see blokes on the roof of a new building looking at me, but they couldn't do much to help. I hung on as long as I could, but eventually I could hang on no longer.' His fellow expeditioner, John McKenzie, added that 'Mark was wearing non-porous American thermal boots that he had left undone to reduce the perspiration effect and they flew off as the bike went in. He watched them fill up and sink and then ran two kilometres across the sea ice in his socks to Wilkes station'. Mark said the owners of the *Bantam*, Ken Shennan and Tony Warriner, 'were understanding, telling me that I looked like a drowned rat and that it was my shout for beers'. A property of sea ice that many of us discovered independently was that when it is thin, say 10 cm, it is rubbery and will bend under a weight and even make a wave as a motorbike moves across it. The account that I like most is when Bill Burch, who wintered at Wilkes in 1961, was riding on thin ice and saw a wave following him. 'I remember that the only reasoning I was capable of at the time was to keep the throttle wide open, turn in a very wide arc for shore and look out for thicker ice to get home on. It seemed important to psyche myself to prepare for the machine to break through and to try to make as slow and as spread-eagled a descent to the ice as possible, in the hope I would not follow it through. After another mile or so – which felt like an eternity – the "bow wave" vanished and clearly both the bike and I made it back.' In 1961 I sold the *Velocette* to the Mawson chef, Ted Giddings, and he made a sidecar using a wheelbarrow wheel. It was a great success, with sidecars being very common thereafter. In the company of a *Snotrac* Ted returned the roughly 100 km from Taylor Glacier in just a few hours. He towed a sled with tent, radio and food in case of problems. The use of motorcycles at the Antarctic Division stations seemed to come to an end in about 1980, possibly the result of quad bikes being taken to the stations officially, as well as a tightening of safety rules.

GEORGE CRESSWELL ANARE 1960



George Cresswell on the *Velocette*, with Doug Machin and Viv Hill on the sea ice near Mawson. (Photo by Jim Kitchenside)



Bill Kellas and George Cresswell (on skis) take the *Velocette* for a spin on Horseshoe Harbour. (Rob Merrick)





Don Seedsman and the *Triumph* 650 cc near Mawson in 1964. The bike was originally taken south by 'Snow' Williams in 1962. (Photo Roger Francey).



The stricken Dakota high up in crevasses, west of Mawson in December 1960. The *Velocette* and dog teams were used to help rescue navigational and photographic equipment from the aircraft. (Photo: Graham Dyke).



The BSA Bantam and sled beside an iceberg near Wilkes, 1961. (Photo: Bill Burch)

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**LAKELANDS MUSEUM:** Chas Bayley has supplied some photos taken at the museum in Cumbria UK. There are 100 bikes on display plus cars and Campbell's Bluebird.





**ON THE GOLDIE UP THE GREAT NORTH ROAD:** *By the late Ken Duperouzel, a long term club member*

Recently I related how Gerry Smith and I had ridden across the Nullarbor in April 1951. Gerry was on holidays and after some days in Adelaide he returned to Perth. As soon as I could I sold the AJS. A close friend, Ron Bradbury, had shipped my 1950 350 BSA Goldstar to Adelaide. Prior to dispatch, Bill Anderson with my permission raced the bike at the Yanchep TT - 8th April 1951 where he crashed it and dented the tank.



*Ken on 350cc BSA Gold Star - Woodside - South Australia*

I joined the Atujara Motorcycle Club in Adelaide. It was astounding the members who were either "big names" or went on to become big names. Dennis Minnett (ex England) - well known Brooklands/TT rider, Laurie Boulter - later killed in IOM, Rex Tilbrook - manufacturer of the Tilbrook sidecars/125 race bikes, Jim Silvey - top scrambles rider, and Les Diener - very well known successful rider/tuner 250 Velocette. It was a great club, with great camaraderie, and I believe it still is. The highlight of the year was the annual "Advertiser" newspaper 24-hour Reliability Trial. Not for me this type of event as I had recent bad memories of the "Prince of Darkness".



A story worth telling is riding the Goldie up the Great Northern Road (main road to Port Augusta) past Parafield

Aerodrome about 30-miles from Adelaide. This ride was for the purpose of tuning the bike in preparation for Woodside and later Gawler airstrip road races. In company of a friend, Brian Floyd (Ariel), we had passed several riders and mechanics also doing tuning and high speed runs. Some miles further on, having found a quieter section of road (less traffic), It was time to prepare the Goldstar.

I should say that the Goldstar was both my personal transport and race bike. Change the silencer for a megaphone, other adjustments etc. Now it was ready! I did an almost top speed run to the north checking road conditions, then a full bore run back towards Adelaide, made a U-turn for another high speed run north and back to where Brian was waiting for me.

Imagine my surprise - shock - horror when slowing to stop, I looked around and there was a South Australian Motorcycle Police Patrolman on a 650cc Thunderbird Triumph right on my tail. I felt sure he would 'throw the book' at me. On stopping he came alongside me.

"How fast was it going?" he said. Utter despair gripped me and I thought there was no use in denying I was speeding. I thought he would probably do me for excess noise too, and maybe even dangerous riding. "About 85/90 mph." I said in reply, since I was using a rev counter - no speedo.

"I thought so." said he, "My Thunderbird was showing 95mph, and you were pulling away from me!" Speedos were optimistic then and still are now. Next thing he said was "Have you seen Jack Pengelly anywhere, he is supposed to be out here too?"

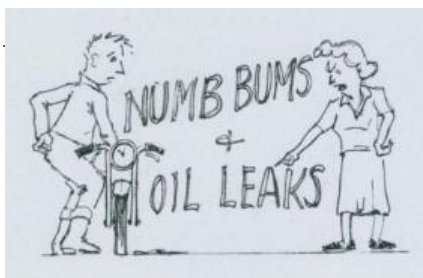
I said that I had not. Then to my surprise he put the Triumph in gear while saying "he must be further up the road" and rode away. My mate, Brian, was incredulous at the turn of events, while I was dumb-struck too. It turned out that the motorcycle patrolman was a close friend of Jack Pengelly's, but he sure 'shocked the hell' out of me. I duly raced at both Woodside and Gawler race meetings with moderate success. Maurie Quincey was a star of these races, also Bert Flood on his 125cc Lambretta, and Alan Wallis (later long serving ACCA National Secretary) on the works Tilbrook, which he still has.





# NUMB BUMS & OIL LEAKS

by Adrian White (pics by Jim Clark)



**NOT SO CLEVER:** It was a cold, wet, miserable Sunday in New Plymouth. It was also the day the N.T.M.C.C.'s

annual one day road trial was to be run. I had entered the event but a look outside had me searching for an excuse to pull out. I couldn't find one that even convinced me of it's authenticity so I water-and wind-proofed myself as best I could, and hoped the bike wouldn't start. It did of course and I headed to the assembly point. We sat round mumbling about our sanity, as the rest of the riders, one by reluctant one, joined us. One such arrived on a new Kawasaki Big Horn; even the miserable weather didn't dampen our interest in this, the latest of the new breed of Japanese big bore two stroke trail bikes. Awesome, peaky power, wheelstands on tap! Of equal interest was this rider's helmet. Full face, but with a skirt of black plastic taped around the bottom, the cunning gent then tucked the plastic into his jacket and was truly wind and water proof. We all wondered why we hadn't thought of this too and vowed to correct our helmets next time. Eventually the trial started. We weren't long into it when a rider following Mr. Clever Big Horn noticed the Kawasaki rider was becoming more and more untidy, weaving in the straights and taking some very unorthodox lines through the corners. Ray, the following rider became concerned enough to pull alongside the Kawasaki and motion the rider to pull over. Ray asked if he felt all right, and was told "well, I felt a bit off but I'm OK now". Then it dawned on them. The clever weatherproofing meant that with the visor down, virtually no air was getting to our warm, dry rider and he was suffocating. The black plastic is possibly still beside that back road in Taranaki, and that idea was consigned to the rubbish bin.

**CAN A MACHINE BE EVIL?** Surely not, you'd reckon, after all ,it's just an assembly of carefully designed and manufactured parts which will do our bidding if used with the right skill and care. Len, now a senior citizen, and his wife Julie wouldn't dismiss the idea so quickly. Read on. Len finished school and very happily began a motor mechanic's apprenticeship. It didn't take long for him to wish for transport that didn't require pedalling; some very frugal living enabled the purchase of a rather tired B.S.A. Bantam. Repaired and running nicely the trusty Bantam served him well but wasn't exactly a young man's ideal, so when a swinging arm A.J.S. 350, slightly damaged ,became available at a truly bargain price Len jumped at the offer. The previous owner had crashed the machine,hence the quite minor damage, but sadly he died in the accident. The crash itself was a bit of a mystery- fast left hand bend, good surface, good visibility and dry road with no other vehicle involved. The Police attributed it to excessive speed though nothing at the crash site or in the rather conservative rider's history in any way supported this.

Len wasn't worried, the young see themselves as bullet-proof and he soon had the A.J.S. looking and running like new. Riding it was a delight, powerful, comfy, didn't scrape every time he cornered and of course that beautiful sound! Len spent many happy hours, sometimes with Julie on the back exploring all the back roads in the surrounding countryside .Then one day ,toward the end of a fortunately solo ride the bike refused to straighten up exiting a slow left hand bend. A minor crash ensued with minimal damage to man and machine. Back in the workshop Len removed front forks, wheels and steering head, he found all to be in perfect order, assembled the bike very carefully and put the crash down to bad luck. More miles, more pleasure. And then the same thing happened again, once more with little damage to bike and rider. Len and Julie recalled the sad end of the previous owner; something must be amiss so he stripped the bike down to bare bones and sent all relevant parts to the A.J.S. factory in nearby Wolverhampton. Meanwhile some very persistent rumours surfaced in the local motor cycle community. Len's machine, they said, had been involved in another fatal crash at the other end of the country though details were sketchy at best ,but it was known the bike came from that area many-many-wondered why it had been sold so far and so cheaply from it's then home. Len was naturally concerned by all this but when his parts returned from the factory with a clean bill of health he once more,with meticulous care put the bike together and continued to enjoy it.

His third crash was far more serious. A high speed, delightful left hand bend, cranked over, throttle nailed loving the moment and no way would the bike straighten up even

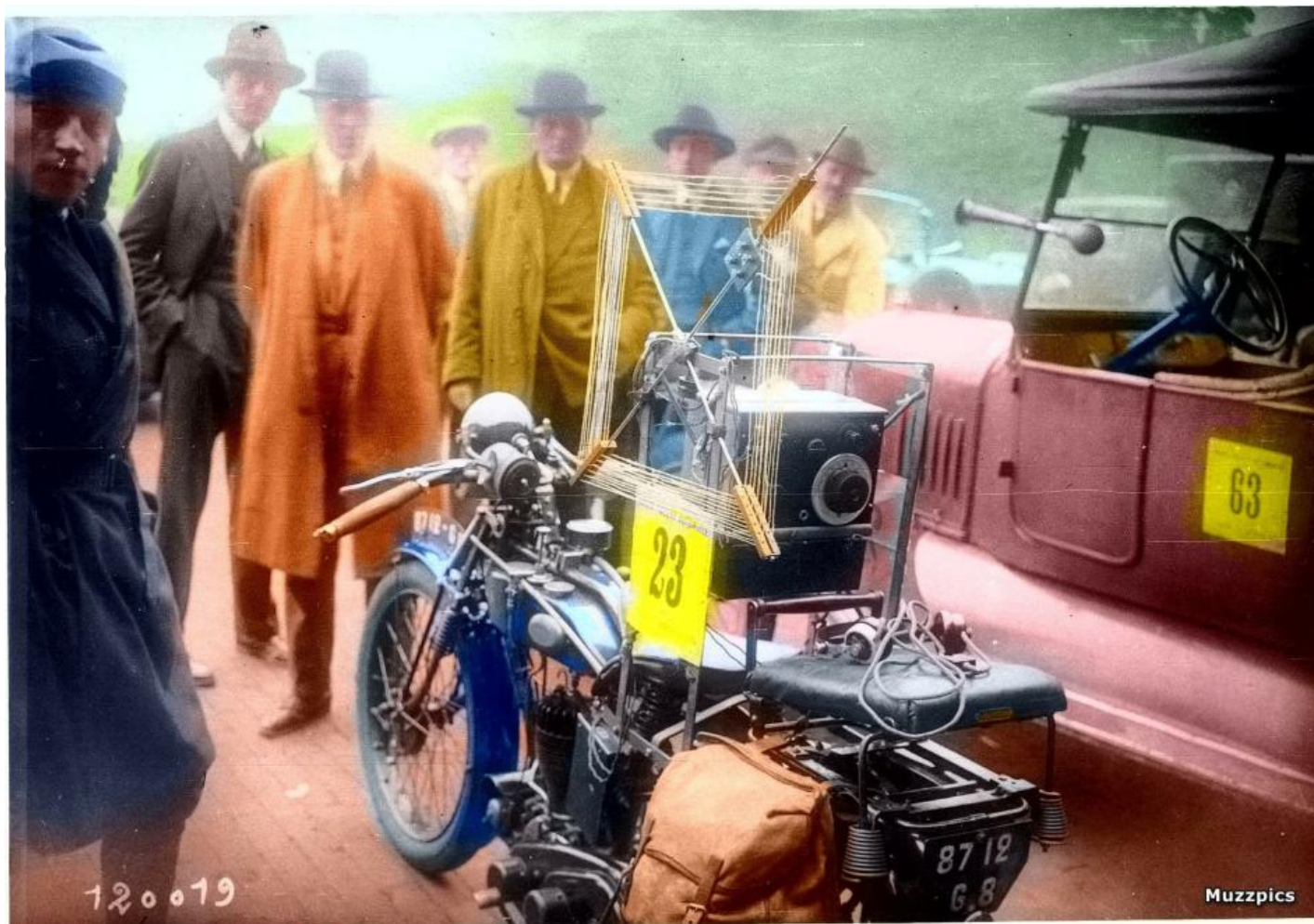




though by now Len had become a seasoned rider and didn't panic. Bike and rider crashed hard, Len wound up in hospital for a spell and the A.J.S. did itself considerable damage en route to smashing into a deep drainage ditch beside a field. And there, as far as Len and Julie know it still lies. Maybe

someone found it and wondered about it's history, maybe winter storms buried it in silt.

Len wasn't put off by the experience though Julie worried a bit. They ultimately shared a Vincent and never crashed again, the seemingly evil heart of the A.J. just a memory.



World's first mobile phone?

## CLASSIFIEDS

*Ads will run for 3months. Please advise if an item disposed of, or requires a longer run. You must provide your name & contact number in order to get published here or online.*

### FOR SALE:

**SUZUKI GSX250 1983:** On concessional licence through club. In good condition and runs well \$2100 Mick King 587 contact 94905828 Mob 0407996682

**1954 SWINGARM ARIEL 500CC,** club registered \$7000. contact Terry on 0427364977



**1951 TRIUMPH 500 SPEEDTWIN** - Runs well. On concessional license. \$8,800. Ph: George 97521117 (afternoon best).

**1956 NORTON 350cc** Good overall condition excellent runner on concessional licence \$6000 Ph Herb 0476790450

**PARTS FOR SALE:** Norton ES2 parts (see list in last Chatter and on club website), also BSA M20, A10, A7, C19 & C11, Triumph, Matchless G3L, Norton Big 4, plus Carbies, Maggies, Dynamos & more. Terry Germain - Ph: 0448313171 or 97554613 - Vasse District.

**1977 TRIUMPH BONNEVILLE T140V:** Bike is in reasonable condition and runs well. Fitted with Dunstall mufflers. On concessional licence with the Club, \$7,500 ono. Phone Tony 0400202474 or tonyford@westnet.com.au



**FOR SALE:** Original pair of Silencers for Triumph T140 in excellent condition \$150, Original R/H Silencer for Suzuki X6 250 fair condition, some light rust, no dents. \$50, Mikuni Carburetors 1A6 for Yamaha RD400 in excellent condition \$140, Crank Casings for Yamaha RD200DX \$60, Cylinder Barrels for Yamaha RD200DX \$100 - ph: 0406099550 evening's please Simon #803

**FOR SALE - 1969 750CC TRIDENT T150T.** Good condition unfinished project. \$7000 contact number 0410839705 Lance (nb. non club member referred by Duncan Rae)



**FOR SALE:** Amal 389/3632 Monobloc Carburettor. Complete and brand new. 1/1/8 inch bore, 3 slide, .106 needle jet, 240 main jet, .025 pilot jet. \$150 Contact John (08) 9332 6104 or Email [jhmhlm@bigpond.com](mailto:jhmhlm@bigpond.com)

**FOR SALE:** BMW R75/5 1970, NEW BATTERY NEW TYRES. CON. LIC. 12 MTHS.. Electric start. older restoration. Would consider exchange pre. 1931 bike on road. Will be at

VMCCWA SWAP MEET March . if not sold before. \$8500. Jim . 0418200992. Albany

## WANTED:

**WANTED HONDA CB400F ENGINE** - Looking for a complete motor or motor parts to suit a 1975 – 1977 Honda CB400F Ron – 0429564953 Bayswater

**WANTED: IN NEED OF A SMITH SPEEDO** to finish my panther m100, can swap for some Norton es2 engine bits or pay cash, Contact Stewart 0422696383 or [stew.news@hotmail.com](mailto:stew.news@hotmail.com)

**WANTED LE VELOCETTE:** I'm looking for one either lever or kick start. It's for nostalgia sake as we used to have them on Christmas Island, thinking of the ones that were thrown over the cliff into the sea because there were more than two years old! Peter Ogborne, Albany 98444484 or winchestergoose@omninet.net.au

**D14 BANTAM WHEELS** - I need front and rear wheels for a D14 bantam full width type including brakes etc if anyone can help many thanks please call Richard 0419813124

**WANTED ANYTHING TRIUMPH TIGER CUB** or contact any tiger cub fans/like minded people maybe even organise some sort of runs for lightweight bikes, many thanks regards Richard 0419813124

**WANTED TO BUY - TRIUMPH 3SE FRONT HUB AND BRAKE BACKING PLATE:** Restoring a 1940 Triumph 3SE and need a front hub and backing plate. Brian 0401 990 076

**1950 ARIEL NH350 PARTS WANTED:** clutch ,engine and gearbox parts needed. Gordon Cecil #1059 Ph 93594133 or 0475962952

**CENTER-STAND WANTED:** To fit 1964/68 Bonneville and Tiger - Mick Hancock 0418 333 392

## SERVICES:

**ALUMINUM POLISHING** - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139 BSA GOLD STAR, B31/33 gaskets & parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

**2 WAY FORK DAMPERS** \$100.00 per pair. BSA tapered roller bearings to suit BSA steering heads. \$130.00 per set. BSA seal kit modification, for M20, M21, B31, B33, A7, A 10 etc. \$50.00 with exchange sliding plate. BURMAN gearbox sleeve gear bearing as fitted on Ariel, A.J.S. Panther and Matchless suitably machined \$50. BSA 6 spring clutch modification to improve clutch operation \$50.00 exchange BSA B & M SERIES oil pump overhaul, exchange \$30.00 oil filter kits, sprockets rebanded. General machining. Colin 92956875, Hm 92951601

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807



SPOKE WHEEL SERVICES: DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, Brian Morgan

PETER SCOTT MOTORCYCLES - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

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CUSTOM BIKE ELECTRICS RESTORATIONS: Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willetton 6155


MURRAY CANN ELECTRONIC SERVICES: Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@iinet.net.au](mailto:murray.cann@iinet.net.au)

ABRASIVE BLAST CLEANING: (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

WELDING REPAIRS: Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

MOULDS to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

#### LETTERS TO THE EDITOR

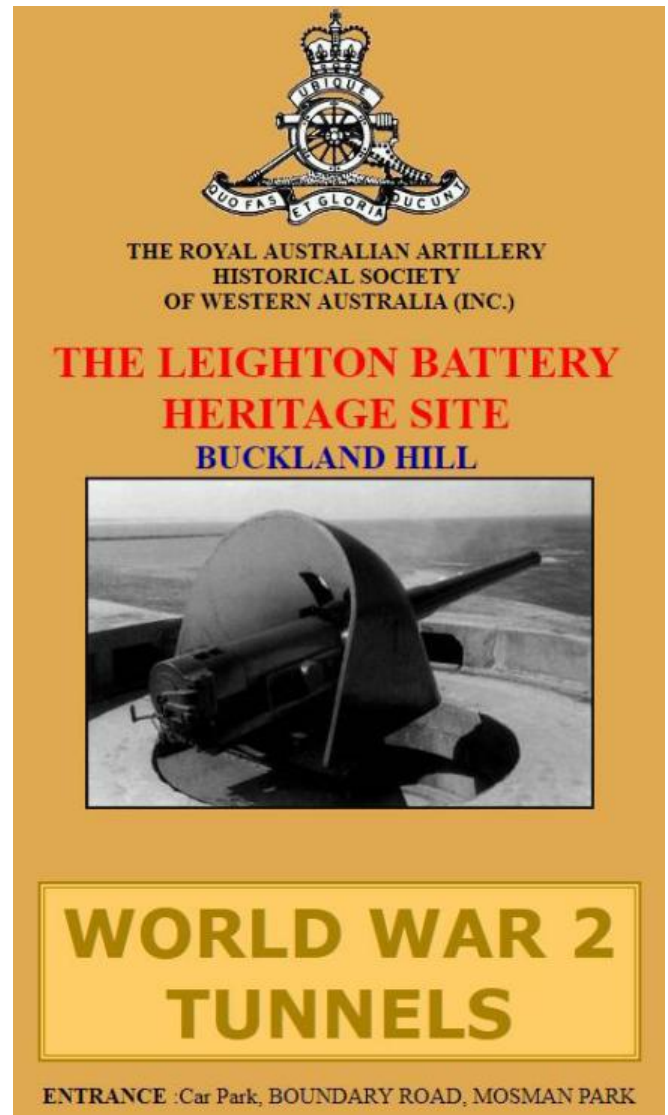
 **They say** that size isn't important. If that's true, why can't I get these shoes on?  
**Matthew Elliott**  
e-mail

**JOKING ASIDE:** A drover from a huge cattle station in the outback appeared before St Peter at the pearly gates. "Have you even done anything of particular merit?" St Peter asked. "Well, I can think of one thing," the drover offered. "On a trip to Broken Hill, I came across a gang of bikers who were threatening a young sheila. I told them to leave her alone, but they wouldn't listen." "So, I approached the largest and most heavily tattooed biker and slapped his face, kicked his bike over, ripped out his nose ring and threw it on the

ground." "I yelled, 'Now, back off or I'll kick the sh!t out the lot of ya!'" St Peter was impressed. "When did this happen?" he asked. "A couple of minutes ago," replied the drover. (donated by Gary Tenardi)

**4 FEB 2018 – SUNDAY – LEIGHTON BATTERY – WW2 TUNNELS:** Don't miss this run to the guns. History of the battery online at:

<http://www.artillerywa.org.au/raahs/history.htm>



**THE BEST BACK-ROADS IN THE USA – TIPS ON TOURING AMERICA:** Stephen Starling addressed the December meeting about his book *Three Harley, Three Aussies, One American Dream: a 5,000 mile motorcycle adventure around the USA*. Stephen's book relates riding the Iron Mountain Road through Custer National Park, through the desolate Badlands of South Dakota, and along a snow covered Million Dollar Highway down the spine of the Rocky Mountains. You can read Stephen's Blog and watch a video of riding along Pacific Coast Highway #1 on his website: <http://www.stephenwstarling.com/news>









# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

**MARCH 2018**





# CONTACTS

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**Club Patron:** Rex Edmondson

## MANAGEMENT COMMITTEE

**President/Welfare Officer:** Adrian White - 0438335563  
([sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com))

**Vice President/Web Admin/Chatter Editor & Publisher:**  
Murray Barnard – 0434215665 ([web@vmccwa.com](mailto:web@vmccwa.com))

**Secretary/Event Logs and 404 Regulation:** Jim Douglas –  
94016763, PO Box 858, Hillarys WA 6923  
([secretary@vmccwa.com](mailto:secretary@vmccwa.com))

**Treasurer:** Greg Eastwood – 0438041072  
([greg.eastwood@vmccwa.com](mailto:greg.eastwood@vmccwa.com))

### Committee Members:

Chris Davis – ([chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au)) – 0411702356  
Greg Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))  
Dave Weeks – ([david.weeks1@bigpond.com](mailto:david.weeks1@bigpond.com)) - 0439991584

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## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard –  
0434215665 ([web@vmccwa.com](mailto:web@vmccwa.com))

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset  
Bch, 6530, 0412280089, ([benner@iinet.net.au](mailto:benner@iinet.net.au))

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## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 ([philskinner741@bigpond.com](mailto:philskinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
([michael.rock@iinet.net.au](mailto:michael.rock@iinet.net.au))

**Dating Officer: 1931-Pre 1970:** Maurice Glasson –  
0410000617 ([mvg50@bigpond.com](mailto:mvg50@bigpond.com))

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to  
404 contact any of the following officials to arrange a  
suitable time and place for machine eligibility inspections:

Roger Bowen – Baldvis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Murray Barnard – Roleystone – 0434215665

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946  
[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia/Property:** Martin Rankin – 0468468271

**Significant Events Organiser incl Swap Meet:** Greg  
Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

**Club Trailer:** see Unit Caretaker

**Trophies:** Dave Weeks -- 0439991584

**Scrutineer:** Owen Page

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Pegini

**Unit Caretaker:** Andrew Hobday – 0411358428

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**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB  
016358 Acc 481977532)

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**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404  
009 787 ([ian.curtis@vmccwa.com](mailto:ian.curtis@vmccwa.com))

**Treasurer:** Chris Davis – [chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au) (fees  
payable to BSB 126547 Acc 22110619)

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

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**Albany Section Chair:** Paul Armstrong – 0417051378  
([patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au))

**Albany Section Secretary:** Roger Bittner – 98446524  
([rokebit@gmail.com](mailto:rokebit@gmail.com))

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08  
9844 4081 ([billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

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## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month.  
8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm  
at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp.  
Little Grove Chalet Assoc', Little Grove Albany.

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**PARTS STORE:** Open Weds 9am -12 Noon & monthly  
meeting nights from 7pm

**BANK TRANSFERS to – B.O.Q. BSB – 126547 Acc –  
21998733**

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**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website [www.vmccwa.com](http://www.vmccwa.com) : Facebook: [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa)  
(to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.



# MUZZA'S ROUNDUP OF COMING CLUB EVENTS

March 2018

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
26	27	28	1	2	3	4
		Parts Store: 9am-12pm  Pre-31 Section Monthly Meeting	Albany Section Monthly Meeting			
5	6	7	8	9	10	11
		Parts Store: 9am-12pm  Monthly Meeting – Wattle Grove – 8pm			10/11 March 2018 – IHC Two Day Rally  Indian Harley Club (Shepherd) Inc. presents the <b>2 Day Rally 2018</b>  10th. & 11th. March <small>Shepherd Park, Leederville Highway, Sydney                      Also Present: Western Motorcycles Show                      Visit www.ihc.org.au for more information</small>	10/11 March 2018 – IHC Two Day Rally  Indian Harley Club (Shepherd) Inc. presents the <b>2 Day Rally 2018</b>  10th. & 11th. March <small>Shepherd Park, Leederville Highway, Sydney                      Also Present: Western Motorcycles Show                      Visit www.ihc.org.au for more information</small>
12	13	14	15	16	17	18
Chatter Cut-off – 5pm		Parts Store: 9am-12pm  Mng't C'tee meeting – 8pm				
19	20	21	22	23	24	25
Post 70 Section Monthly Meeting		Parts Store: 9am-12pm				25 March 2018 – VMCCWA Annual Swap Meet and Vintage Bike Display  Vintage Motorcycle Club of WA (Inc.) <b>ANNUAL SWAP MEET</b>  & <b>Vintage Motorcycles Display</b> Carrington Showgrounds Albany Highway 8.00am 25 March 2018
26	27	28	29	30	31	1
		Parts Store: 9am-12pm  Pre-31 Section Monthly Meeting				





**OLD FORKERS RUN & DISPLAY – 25 Feb 2018:** This run is put on by the Pre-31 section of the VMCCWA to highlight the section and display old and girder fork bikes. It will be a short run about 45 min (good for veterans). Starting at the club grounds (Hale Road) and finishing at the club grounds about 9am, for a breakfast and display of our bikes and other period memorabilia.

All VMCC club bikes are welcome to come on the ride or just take in the display. We encourage you to bring your oldest bike. The run and breakfast will be put on for all members, ride or not, at \$5.00. Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent Ph 9293 2093



**IHC 2 DAY RALLY – MARCH 10/11 2018:** Machines ridden must be over 25 years old. For more information see the Information Pack at <https://ihc.wildapricot.org>. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. Please direct any queries about payments or registrations to Glenda Patterson.

Direct any queries about online registrations to John Presland 0410088057.

**Registrations (limited to 180 riders) close on 9th February 2018.** The 2-Day will be based at the clubhouse of the Bunbury Motorcycle Club, located on the South Western Highway, adjacent to the Bunbury Airport. Entry form is in this Chatter.



**SWAP MEET – MARCH 25 2018:** The Swap Meet and bike display will be held at Cannington Agricultural Showgrounds (corner of Albany Highway and Station Street Cannington). Open from 7-30 am until 11.30 am. Sausage sizzle, cool drinks, tea/coffee – cake etc, on sale at the venue. 7:30am – Sellers admitted to grounds @ \$10.00 each. 8:00am – Buyers admitted @ \$5.00 each. Sellers are welcome to bring any old or modern bikes, spare parts, accessories and motorcycle clothing. Tools of all kinds or memorabilia. Everything should be motorcycle related please. We are keen to get a great selection of display bikes from Veterans to the Post 70s machines. Prizes will be available for the best bike as well as a door prize for participation. So you don't have to have the show pony to be rewarded for bringing your bike along. Also a prize for the best bike information sheet to give people a bit of history on your machine. Thanks for supporting this key fund raising event for the club. Enquiries: Greg Macham Ph. 0477021870



**ROARING 20s – 7/8 APRIL – (Pre31 machines only):** Restricted Event – Roaring Twenties event for Pre31 machines only. The run starts and finishes at Boyanup, with an overnight stop at Nannup.

Perpetual trophy to whoever rides in the spirit of the event. Best vintage trophy. Best veteran trophy. Best small bike trophy. Special award for all belt drivers. Plus more awards and Grande Raffle. Drawn Sunday. Bike display in Nannup Saturday afternoon.

Book your own accommodation at Nannup Hotel ASAP! Limited rooms available, mention VMCCWA. Ph Nannup Hotel 97561080. Entry form in this issue. Ken Vincent 9293209



**ECONOMY RUN – 22 APRIL:** The Economy run will have a new route this year. It will be run North of the river with a start at Ginger's Roadhouse on the Great Northern Highway. (Second servo going north after West Swan Road). Come and join us for a leisurely ride through the pleasant roads to the North East of Perth. Prizes will be given for the most economical single cylinder, twin cylinder and multi-cylinder machines and overall winner for the best on the day. Great opportunity to win a prize as the winners of old, such as the BSA Bantam's and Ariel 350's do not get



out any more. Meet at Ginger's Roadhouse at 10:00 or before for fuel up and a natter. We should be away by 10:30. Plenty of room for trailers. Please do not fill up with fuel yourself but wait for one of the team with the measuring "sticks" to fill you up. Bring plenty of change for fuel cost and please remember to pay. The ride will be of duration 140Kms or thereabouts and we will stop for approximately one hour for refreshment + lunch if required. If your bike is likely to need more fuel there will be petrol at the lunch stop. The backup fee will be \$3 and a volunteer for backup would be appreciated. For more information contact Jim on 94016763 or [secretary@vmccwa.com](mailto:secretary@vmccwa.com)

Hope to see you all there for a check on how well you can tune for

ECONOMY. Remember this is a precursor to the Busselton Two Day event so you can get your bike tuned and ready for the big one.



**BUSSELTON 2 DAY – 28/29 APRIL:**  
closing date for entries: 14 April 2018  
(Entry Form on slip enclosed with

print Chatter) Entry Fee: \$20.00, make cheques payable to VMCC of WA.

GROUPS Veteran, Vintage, Post Vintage – SHORT COURSE 40 TO 60 KPH: GROUPS Vintage, Post Vintage – LONG COURSE 60 TO 75 KPH  
**Please note. Only Veteran or Vintage bikes are eligible for trophies on the Short Course**

**Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night (28 April)

**Note:** Help needed - if you can help with this event please let Barry O'Byrne or Greg Macham know asap.

## VITA BREVIS

The Club is entirely on dependent on volunteers and being a large club the workload can be considerable as the club offers a considerable range of services. For some the workload is steady, for others very seasonal and there are some jobs that are almost full-time. Most of the work done to keep the Club going is low key and not always recognised or appreciated. I suggest everyone should greet and acknowledge Club officials, whenever possible, as they are performing valuable tasks for all of you. It would be hard to imagine the Club fees we would require if we didn't have active volunteers. To have to pay people to do the the essential tasks we have in the Club would give pause for thought.

So, to start, I would like to acknowledge our long time serving dating officers without whom there would be few machines licensed for 404 in the Club. They are the frontline for the Club. Maurice Glasson and Michael Rock provide a sterling service and have accumulated a wealth of knowledge on motorcycles. The task can be difficult at times, so be considerate and don't dump half a dozen bikes on them at once, plan ahead.

Phil Skinner is the Club's dedicated First Time Machine Examiner and he also brings his experience and training into the role. Phil willingly donates his time for this task so assist him by preparing your machine appropriately for the inspection and please ensure that your machine is insured and able to be road tested.

A service I am sure everyone appreciates is provided on a regular basis by Keith Weller and Chas Bayley. The parts store is open nearly every Wednesday morning and every Club Meeting. Keith & Chas are hard working & bring a wealth of knowledge to the role & the parts store inevitably

rings with much discussion and sociability. I am sure that you are aware that lot of extra work goes into securing parts and supplies and especially into sorting them out. Rob Litster & Jeff Russell consistently assist Keith & Chas and most Wednesdays Rob & Jeff can be seen in there sorting parts and helping tidy the store. Rob has been especially active building shelving & parts boxes & the assistance is much appreciated.

Ken Vincent & Gary Tenardi quietly operate one of the best motorcycle libraries you can come across in the country. There is a wealth of information there and Ken & Gary work hard to keep the material sorted & accessible so give them a hand by returning books on time. They don't need the extra work of chasing people up for borrowed books. A work of love, the library is a precious resource and always a favourite place. Ken & Gary are amongst the longest serving members of the Club and their work is greatly appreciated.

Mike Williams works quietly away in his little cubicle in the Marsall Room. Mike knows what technical information we have on a wide range of machines and can help you track down tech and service material on many a rare beast. Drop in and say hello to one of our quieter and less visible officials. Mike provides a service many have found particularly useful.

John Laurance patiently sits at the door at every Monthly meeting and manages both the attendance log and selling raffle tickets. Without John's dedicated service recording and running the meeting would be that much more difficult. So be sure to give him a nod and a greeting when you come in.

*Murray Barnard (Vice President)*





# NEWS

Compiled by Murray Barnard

**VINTAGE MOTORCYCLE CLUB OF WA AND SALVATION ARMY TEAM UP TO DONATE BIKES AT XMAS:** December 14th, 2017, 02:30 by Julian Wright - Community News WA



*Picture: Andrew Ritchie (Dave Weeks, Major Paul Hatleley (Salvation Army) and Adrian White*

ONE child's trash will be another's treasure this Christmas, thanks to the Vintage Motorcycle Club of Western Australia. Members of the Forrestfield based club spent the past two months fixing up discarded and unwanted bikes then donated more than 30 of them to the Salvation Army in Northbridge this week. Adrian White said he got the idea when he spotted bikes on verges while walking his dog. "It started with the verge collection at my place – walking the dog last Christmas, there was kids' bikes on the verge," he said. "And kids don't wear bikes out, they outgrow them, then they throw them in a heap, the chain goes rusted, tyres go flat and redback spiders get in under the seat. "I thought I would take a couple of them home and refurbish them." Mr White said he got help and additional used bikes and spare parts from Bicycles for Humanity WA. He said the organisation sent up to 100 bikes at a time to Africa, but did not refurbish kids' bikes. "They were happy to help me with kids' bikes," he said. Salvation Army Major Paul Hateley said bikes were expensive and many parents could not afford them for their children. "We get bikes donated sometimes, but one thing we find is that for many parents a bike is a substantial outlay financially and many of them cannot afford them," he said. "Bike riding provides a sense of

freedom for a young person, fitness, and being able to get out with their mates." Major Hateley said the bikes would be among other items available at its distribution day ahead of Christmas.



*Photo: Bonhams Auctions*

A new world record price for a motorcycle. The Jack Ehret Black Lightning just sold for \$929,000 USD (AU\$1,148,947) at an auction in Vegas. The Black Lightning was intended purely as a racing and record breaking mount and built to a special order only. One of approximately 30 built, this authentic and unrestored example was reputed to be the last and fastest Lightning ever to come to Australia. It was ordered on 25 June 1951 by Tony Mc Alpine, the three times Australian representative to the Isle of Man. Factory road test records dated 21st of July 1951 indicated speeds in excess of 130 mph in third gear, along the great North Road, during a 120 miles road test conducted by a Mr. Thomas. Mc Alpine returned to Australia with the Black Lightning as a private import.

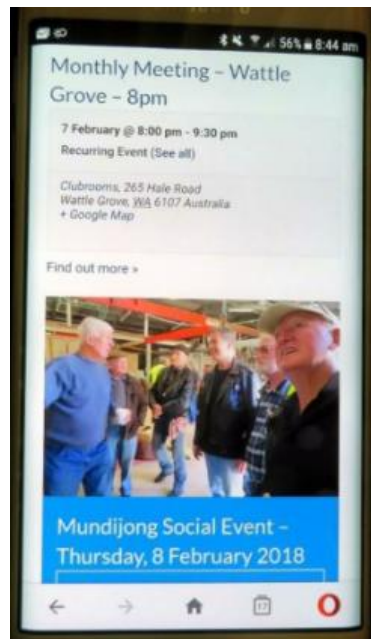
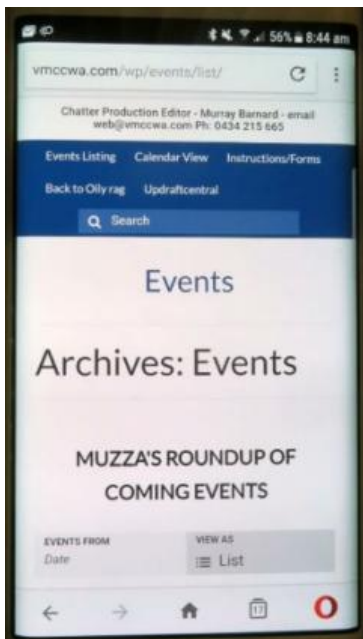
After being requested to return to the UK shortly thereafter, he was forced to put the bike up for sale at Burlings & Simmonds, the NSW Velocette agents for 500 pounds. It was briefly owned by Jack Forrest who apparently crashed it twice in three races. The machine was subsequently purchased by Jack Ehret. The Black Lightning remained with Ehret for almost 50 years. Perhaps its greatest claim to fame occurred on Monday, January 19th 1953 between Tamworth and Gunnedah, NSW when Jack Ehret smashed the Australian land speed record. Jack Ehret clocked a mean



speed of 141.509 mph over a quarter-mile stretch where timing devices were operated by ACU officials.

**EASY AS PIE – KEEP UP WITH CLUB EVENTS ON YOUR MOBILE PHONE, TABLET OR PC:** Did you know that club events are listed online well in advance of the print Chatter.

You can easily check the club calendar anytime online, even on a smartphone. Simply enter [vmccwa/wp/list/](http://vmccwa/wp/list/) into your browser and scroll through coming events. Click on an event to see more detail including organiser contact details and event location. You can even save details to your own calendar. Use this app to keep up to date as event details can change at short notice.



**GOT AN IDEA FOR AN EVENT:** Got an idea for a Club event? Anyone can suggest a Club event or organise one. All you need to do is contact any committee member and describe your proposal including when you would like to run it. The Management Committee will consider the proposal and add it to the Club Calendar and publish it in the next available Chatter. Organising an event is fairly straight forward, all that is required after committee approval is to prepare a route sheet and seek a backup driver. Any member of the committee can help you with these requirements. So don't hold back, ideas for new events are most welcome.

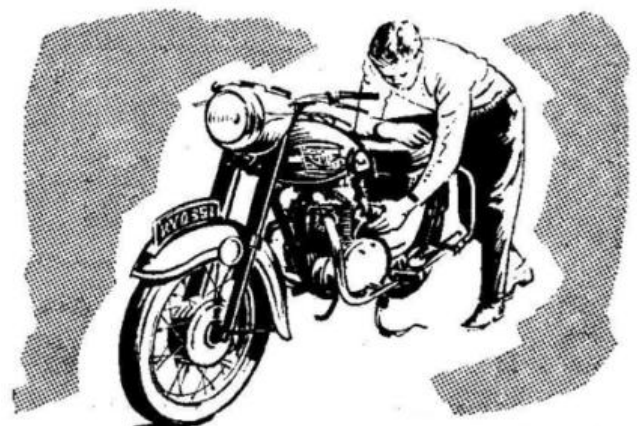
Of course, any member can also suggest a more informal run i.e an impromptu event. You can invite other members to an impromptu event, either by word of mouth, on the Club Facebook page or at a monthly meeting. Only proviso, impromptu events should not clash with a published club event. The only requirement for an impromptu event is for all participants to log their intention to ride in advance with the Secretary either by phoning, emailing or by logging online. Ensure your intention to ride is acknowledged by the Secretary before the event.

**YORK MOTORCYCLE FESTIVAL – 15 APRIL 18:** Members are advised that there is a motorcycle festival at York in April. It is not a club event so if you attend on a 404 licensed machine be sure to log your intention to ride, before the event, with the Club Secretary or through the online log on the club

website. The proposed hill climb for Saturday 14 April is not proceeding due to short lead times and the need to establish insurance for competitors and public alike as well as ensure track safety, MA licensed officials, admin and medical support.

**BUSY BEE – 17 MARCH 2018 :** A busy bee will be held at the Maddington Unit at 9.30am on Saturday 17 March 18. Anyone who could lend a hand with sorting through club assets and tidying the Unit would be most welcome. Please let the Secretary know if you can assist.

**POST 70s DATING OFFICER:** Please note that Les Vogiatzakis has kindly offered and taken up this role.







# FROM THE SADDLE

By Jim Douglas

## NEW MEMBER APPLICATIONS:

Graham Barron, Mark York, Hayse Van Nus, Thomas Vaughey, Darryl Howard, Hamish Stubbs, Andrew Duncan, Tony Showell, Stewart Newsome, Craig Gethin, Tim Kullack, William Cunningham, Simon Wimbush, Bernard Carton, Doug Thompson, Ron Hawkins, Robert De Hol, Alex Havas, Martin Beeck, Malcolm Cooke, Mason Lague, Mark Errington, Michael Pate, Jasmine Hoansen, Kenneth Jordan

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

## REPORT ON COMMITTEE MEETING HELD 10TH JAN 2018

### Outstanding Actions Completed

- Advertising for backup drivers for events.
- Chairman has provided a specimen signature to the Bank.
- Letters have gone to the two members who wished to remove their vehicles from our database.
- Letter to CMC expressing our views on the possible extension to 404 licensing rules.

1. No new member applications this month.
2. Finance: \$19k received so far from members subs. We are looking to purchase finance software package to run our accounts.
3. a. The annual events calendar remains a problem as the latest version presented still had date errors. This is flagged as a priority for the events coordinator to get sorted.  
b. The idea of a York hill-climb event remains a possibility in April.  
c. The mid-week ride proposed by Terry McKie for 15th Feb was accepted.  
d. The idea of changing the date of our WA TT to accommodate the IHC Greenbushes TT was rejected.
4. Swap Meet is imminent (March), and we are asking that plans are well underway for this important event in our calendar. We will go with the large A3 flyer as per last year. Some ideas on extending the participation by more sponsors were expressed.
5. The Unit: will have a busy bee in Feb to dispose of items which are no longer required. The letter from Stan Read concerning possible structural issues with the air conditioner was discussed and plans set in place to deal with any defects.
6. The upgrade to the database as proposed by Terry McKie at the monthly was discussed but rejected for a number of reasons. The primary one was that we did not wish to spend money on the current database as we are investigating a replacement very soon. The reporting and search facilities in the existing database are thought to be very poor and not fit for purpose.
7. Items for discussion at future committee meetings include:  
a revamp of the Ken Marshall room

Is the presentation day still valid as members interest is no longer there.

An update to the honours boards.

The heat in the club library

## MINUTES OF VMCCWA MONTHLY MEETING 7TH FEB 2018

Vice President: Murray Barnard, Treasurer: Apologies, Secretary: Jim Douglas

**Members attending:** 69 members attended the meeting with 8 visitors. **Apologies:** Greg Eastwood, Adrian White, John O'Brien, Martin Rankin, Bill O'Halloran, Eric Boone, Steve Ward. **Visitors (8)** Three of the visitors were joining the club tonight. Of the others George Loverock has some old bikes and another fellow had a BSA M20.

**Microphone Usher:** Chris Cooke kindly volunteered

**Welfare report:** A little more news on the unfortunate Michael Rock.

**New members:** Markian York, Tony Vaughey, Darryl Howard, Graham Barron, Hayse Van Nus we accepted into the club. Darryl, Graham and Hayse received their welcome envelopes at the meeting. The others will be sent in the post.

**Minutes of Previous Two Meetings:** Minutes were approved Dave Weeks, seconded. Keith Weller

**Reports: Vice Presidents Report:** Ken Marshall room being revamped to provide extra space for parts store and library. Meeting to be held with Keith, Chas and Ken to discuss. Honour boards need updating. C'tee now meets at Maddington Unit thus giving opportunity to use the room more effectively. Club relies on volunteers, it takes a lot of time to administer a club this size so please assist them to do their jobs. End of year is a massive task for the membership secretary, if you didn't get a Chatter during the month it could be because you are shown as non-financial. Trevor does not need extra work chasing up people who do not put their name or number on online payments, fail to return a renewal form or forget to renew altogether. If you fall into that boat get onto Trevor and sort it out.

In addition, Lat Fuller is working on the machine register as it has fallen out of date. One problem is when members take a licensed or unlicensed bike to 404 but don't tell the machine registrar that the transfer has taken place or the new rego. We have a responsibility to self-regulate 404 as a club so please help Lat by letting him know in these circumstances.

**Correspondence:** Letter from Stan Read concerning the Unit was read out to the meeting. The reply from the Committee was read out.

**Finance Report:** A total of \$23,700 has been collected this year in Annual subscriptions.



## December

	Payments		Receipts
Acct	Amt	Acct	Amt
Backup costs	\$45.00	Annual Subs	\$10,795.00
Chatter Postage	\$466.31	Bank Interest	\$2.86
Elec com	\$20.00	Rallies events	\$167.35
Rallys & Events	\$305.25	Trading Spares	\$1,632.00
stat/print/post	\$242.71		
Unit	\$376.15		
	<b>\$1,455.42</b>		<b>\$12,597.21</b>

## January

Payments		Receipts	
Acct	Amt	Acct	Amt
Chatter		Annual	
costs	\$1,141.25	Subs	\$4,685.00
Library	\$20.00	Interest	\$4.25
Raffle	\$200.00	Raffles	\$408.90
Unit	\$71.50		
	<b>\$1,432.75</b>		<b>\$5,098.15</b>

**Chatter Report - Murray Barnard:** Did you know that club events are listed online well in advance of the print Chatter. You can easily check the club calendar anytime online, even on a smartphone. Simply enter vmccwa/wp/list/ into your browser and scroll through coming events. Click on an event to see more detail including organiser contact details and event location. You can even save details to your own calendar. Use this app to keep up to date as event details can change at short notice. The calendar in the print Chatter is derived from the online events application

**Events - Greg Macham: Past Events:** *Two Dogs Ride:* A good event organised by Dave Weeks. About twenty on the run. A hot day. *Leighton Tunnels* event organised by Murray Barnard. A long tunnel tour of approximately one hour then on to Woodman point for food and drinks. Good company. Approximately 26 on the run.

**Future Events: All listed in the Chatter:** *Clive Glands* social event is on tomorrow. See you all there. 10<sup>th</sup> Feb at the Unit 12:30 the *Inaugural Classic* section meeting straight after the busy bee. 15<sup>th</sup> Feb *Terry McKie* mid-week run. No backup or route sheets. A trial of the corner marker principles. 18<sup>th</sup> *Northam Swap* meet, early start from Colin Tie's place. 25<sup>th</sup> Feb Ken Vincents *Old Forkers* ride and display sponsored by the pre-31 section. Open to all members. 10<sup>th</sup> Feb Busy bee at the Unit from 10:00 to throw out all the surplus equipment. All on Committee will be there. A reminder that 10/11 March is the Indian Harley club week-end event from Bunbury. Attendance forms in the Chatter. 25<sup>th</sup> March is our *Swap meet* organised by Greg Macham. Posters have gone out into bike Shops. A good display of bikes is being called upon from Members this year. That old stormer Owen Page has decided to retire from helping at the event. 15<sup>th</sup> April is the York motorcycle festival. There is a possibility of a hill climb event on the 14<sup>th</sup> at York. Details still being worked on.

**Membership Sec :** Approx. 400 renewals so far. 75 since the 31<sup>st</sup> December deadline and 17 since the start of February.  
**Dating Reports:** *Pre-31 Michael Rock:* No dating this month

*Pre 70 Maurice Glasson:* Michael Chapman 1970 Honda CB450, Rene Bisschops 1968 Triumph Trophy, Lloyd Elliott 1935 BSA W35.7, Stuart Barker 1960 Royal Enfield Clipper.  
*Post 70 Murray Barnard:* James Gobby with a 1974 Norton Commando and 1989 Honda NX650, Francine Watts with a 1974 Bultaco 250 Alpina  
**Concessional Licensing: Phil Skinner:** Examinations carried out in January for Francis Smith 1977 Moto Guzzi, Rene Bisschops 1969 Triumph. **Full to Concessional Inspections:** During January James Gobby with a 1989 Honda NX 650 and a 1974 Norton Commando.

**Other reports:** *Library:* Ken Vincent: Nothing to report  
*Spares* Keith Weller: All going well. A bit low on oils but more will be ordered soon. When buying spare members will be required to show their membership cards in future.  
*Points Officer* SOG: Nothing to report  
*CMC Rep:* John Moorehead nothing to report  
*Regalia:* Business as usual.

**General Business:** Comment from Stan Read on a further treatment required for the unit. This has been noted. There are a significant number of members on 404 license who have not yet renewed their membership for 2018. The returns to DoT via CMC will be going in during the next week. This means DoT may be contacting you for a full license fee for your 404 motorcycle. We can do no more than give you fair warning of the consequences of late renewals. A volunteer is needed on club nights to make the tea for all those thirsty members. Ian Patterson and John Papayiannis volunteered on the night and for future meeting. Well done guys. I am sure the members will appreciate your efforts. The metal water urns are missing. Does anyone know where they are. Please return to Ken Marshall room if have them or contact secretary.

**Bits and Pieces:** Trev S reported that Iron Horse has some nice bikes for sale. Some are in bits and need work. BSA Banjo Bolts to purchase or copy are needed for A10.

Double prizes for the raffle this month due to problems last month. The meeting closed at 9.00 pm. After refreshments a presentation on paint was given by the Balcatta paint supply shop.

President

Secretary.







## PAST EVENTS

**TWO DOGS RIDE:** Report and pics by Ian Curtis - A big shout out for Dave Weeks for organising today's "2 Dog's run". (Why is it called that? - Better ask Dave!!!). About 90 miles around the long course and a bit less for the short course. 21 riders signed on for the ride, & 21 made it to the finish point. So well done to everybody for turning out on such a hot day. We all made it home before the forecast rain. We also dodged the big bushfire in Sawyers Valley. Thanks go out to Alan & Jean Barnes for doing the backup for us. Apparently, if we speak nicely to them, Alan & Jean are willing to be called upon again in the future. *Ian Curtis*









**POST 70s BBQ:** Some pictures from the Australia Day BBQ which was open to all members, held at Peter Grove's place, good food and great company. Thanks for the organising Ian, and to Peter & Mary Groves for hosting the event, well done. *Pics by Chris Davis*



**LEIGHTON BATTERY:** Beautiful day for a ride and a lovely shady start to the ride from King's Park. Good turnout of riders, all keen to get down the Tunnels at the Leighton Battery. The tour takes about 20 minutes but this group of keen enthusiasts managed to draw it out by an extra hour. The tour was enjoyed by all who attended. After Leighton the run continued to Woodman's Point where lunch was devoured by a happy group of motorcycle travellers. *Murray Barnard*







Inside the Leighton Tunnels - Pics on this page by Paul Spittle





**CLIVE GLAND'S MID-WEEK SOCIAL:** great gathering at Mundijong to meet with Clive and friends. Great turnout by the club and a fabulous sausage sizzle enjoyed by all. Clive's shed and bikes were on display and are the envy of all who see his remarkable well equipped workshop and beautiful machines. A testament to Clive's hard work and skill. Thanks Clive for an excellent day and thanks to all who made it possible. *Murray Barnard.*









**CLASSIC SECTION – INAUGURAL MEETING 10 FEB 18:** Good turnout at the Maddington Unit of members interesting in forming a section with a focus on post-war machines up to the end of 1969. The group endorsed that the section be largely informal in nature, social, with a shared interest in machines of the period. All members are welcome to attend any Classic section activities which will be published when arranged.



**Top pic:** Dave Weeks, Stephen Lock, John Moorehead, Kevin Kerr, Kevin Bermingham, Noel Cavanagh. **Middle pic:** Noel, Don price, Alan Shuttleworth, Rod Marriott, Ted Rayfield. **Lower pic:** Jim Douglas – Section Chair, Terry Burrows. Out of pic Martin Robinson and Leon Spicer. Pics by Murray Barnard

**CLUB UNIT BUSY BEE:** Some progress was made Saturday morning on 10 February in setting up the meeting room at the Maddington Unit with a fridge and a meeting table and in tidying up the Unit generally and establishing an informal social area. Jim Douglas, Stephen Hills, Ted Rayfield, Dave Weeks and myself were in attendance. *Murray Barnard*



## ALBANY MATTERS

by Roger Bittner



**Ian's Flourish Cambodia Charity Club Run:** Sunday 14<sup>th</sup> January 2018, first Club run for the New Year. A good line-up of 32 riders and pillion passengers attended today's run, showing their support for the club. Many people brought friends and relatives. A great opportunity for newcomers to check us out. Ian's well planned journey and clearly written instructions were "clearly" not clear enough for some of us though. While we all successfully made it to our destination at Dave and Sheree's place in Torbay, there were quite a few rogue riders who kind of made up their own journey here and there!! All in good fun of course, and none of it deliberate! We were terrorised at one point just as we left the 70 zone in Cuthbert, when we spotted a suspicious car on the side of the road with some funny looking flashing red and blue lights. Of course, the terror was only reactionary as none of us was speeding...were we??? Once we arrived at Dave and Sheree's place, we were showered with hospitality...and of course lots of



food and drink. Thanks to Marie and Sheree, Ian and Dave for their hard work setting it all up for us. What a lovely setting on a beautiful sunny day. Paul thanked everyone for coming and informed us that we had raised \$547 for the charity. He then introduced Sheree who started the charity for women with HIV AIDS who had no means of support. She gave us a brief insight into the "flourishing" work that is happening as a result of this charity and thanked everyone for their support. There was also a noisy camera flying around above us that sounded like a busy beehive, taking photos of our bikes and us. Modern technology!!! You may think Roger has gone a bit flowery with this report, but I am his ghost writer! Rog was ill and unable to come along and being his awful wedded wife ..oops, lawful wedded wife, I subbed for him. He sure missed a fabulous ride.

**Albany section members profile:** Andy nominated me for the profile so here goes. My Dad's Ariel Huntmaster twin and side-car was the first bike I rode, I was about 12 and went round and round his workshop yard until I burnt my leg on the exhaust. I got my first real bike, a Triumph Tiger Cub when I was 17, it felt fantastic. I had a Mobylette moped before that, bit embarrassing really. Favourite bikes: a Triumph Speed Twin when I was 18, I stripped it down, fitted clip-ons and thrashed the life out of it trying to do a ton, I didn't realise the poor old bike wasn't capable of a ton, ignorance is bliss, I really wanted a Bonnie but couldn't afford one. A Honda CB 750 Super Sport. And a BMW R80 - it was a good all round bike, wish I'd kept it. Longest ownership was the CB 750, it felt real fast in those days. I've always wanted to own a 500 Goldie, but probably couldn't start it these days ( left it a bit late) so I'd settle for another R80. My favourite ride was a trip round the south island of NZ on a rented Bonneville, fantastic winding roads and amazing scenery. But locally, I reckon the run from Denmark to Walpole takes some beating. *If you have any stories related to motorcycling please submit them to me for the Chatter. Roger Bittner.*

March 3<sup>rd</sup>, 10am to 3pm. An event at the Old Police Station Museum in Mt Barker to commemorate the 150<sup>th</sup> anniversary of the Mt Barker Police. We have been asked to take along some old bikes, they need to be there no later than 9-45am on the day. Even if you don't take a bike it sounds like a good day out as they have quite a lot planned.

March, Mike Hyland's run and May, Geoff Osborne's run.

Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

**Perth Run:** In 1962 a group of riders from Albany myself included, decided to ride to Perth. There were about five of us if my memory serves me right. It was a long time ago. We left Albany Friday night after work, at Mt Barker I suffered clutch slip, I was riding a 1959 Triumph T110 and also had a pillion Colin Parker on the back, we must remember that we probably only weighed in at about 70 kilos in those days past, the others kept on going. Colin (Fuzz) and myself stripped the primary case and clutch, on the side of the road, washed the fibre and steel plates in petrol, burnt the fibre plates as well, reassembled the clutch etc. and continued towards Perth. At about 1pm, somewhere about Williams, we had, enough, and decided to camp on the side of the road. Here we decided to light a fire for warmth as it was freezing. To light this fire, neither of us had matches, unusual as we both smoked, what to do, inspiration, lets take off an exhaust pipe and light some grass, this failed, which quite surprised me. Next, let's put petrol on the grass, what an outstanding success, after putting out the motorcycle, and spot fires everywhere, we had a camp fire, and proceeded to try and get some sleep, the only problem was that we had motorists stopping all night, to see if we were O.K. Sparks where rising and drifting to the east all night, and when we woke at daybreak, after sleeping on the ground, something that I could never do again, we saw a crop which was ready for harvest on the other side of the road where the sparks had been drifting. We left in a hurry I can tell you, continuing to Perth, arriving early in the morning we caught up with our mates at a B&B by Royal Perth hospital. We had a full on weekend, with Perth riders at the Bright spot? South Perth, other riders from Albany were, Butch Sharp, Trevor Harding, Tony Moore, Black Mac, Macdonald and possibly some others, the memory is fading.  
*Pic below: Trevor Harding and Paul Armstrong 1962 in Perth*







*Trevor Harding, "Black Mac" Macdonald, Paul Armstrong, Tony Moore, and two of the Perth riders. In Victoria Park Perth 1962. First bike A10 Gold Flash, 1960 Triumph Trophy, 1959 Triumph T110 and another Triumph Trophy of Butch Sharpe's with Tony Moore on the seat.*

After a great weekend we met up at the causeway, and left for Albany Sunday night, it was pretty much full throttle from there, we made Williams in about an hour and twenty minutes, not bad on the old roads, we were sitting on about seventy five or eighty miles an hour, going quite fast for the prince of darkness headlights, nothing passed us! At Williams after refueling, and the mandatory pie and coffee, we set off for Albany, and it rained and rained and rained some more, it was very heavy, causing us to stop under trees and seek whatever shelter we could find. These were the days of no helmets, and we used to wear balaclava's for the cold. Just short of Arthur River, Trevor Hardings A10 Gold Flash gave up. Securing a tow rope wire from sources unknown we proceeded to tow it to Arthur River, by motorcycle. Where we left it. It was then that I realised, that I had left my rabbit fur lined motor cycle gloves behind, it was also freezing on the return trip. After more and more rain, nearly all the bikes now with pillion passengers, we arrived back in Albany, at about five am. Butch Sharp worked for Day Brothers, bakers in Lockyer, and went straight to work, we all gathered around the ovens, and clouds of steam and condensation arose. After drying and thawing out, we realized that after making Williams in about an hour twenty the rest of the trip took about an extra ten hours, it was a long night, home for a short sleep and back to work that morning. I think this is where my aversion to riding in the rain began. *Paul Armstrong*

The LAMS (Learner approved motorcycles (LAM Scheme) seems to have lost its way. As a 16 year old getting my first motorcycle licence I was limited to a motorcycle with a maximum engine size of 250cc, and back in the 1960s that was about 70 MPH maximum. This year; to compete on the Indian sub-continent where the KTM 390 is made, Kawasaki, have announced their new "baby" Ninja, with a 399cc twin cylinder four stroke engine rated at 33.4 kW (44.7 HP). Already, on YouTube, a video has the new bike clocking 185 kph (115 mph) with standard sprockets, add an extra tooth on the front and this little baby will easily hit the 200 kph mark. In the 60's it was the rich kids who had the fast bikes. Now for the price of a few Cappuccinos any kid can save up the \$6,300 ish to get track side. Racing bikes for kids to learn on makes a joke of LAMS and, if you can afford an extra 4 grand you can get the new Ninja 600 (still LAMS), which tops over 220 kph, with road holding that makes the old feather bed frame more like an army camp bed. This competition for kids to get the fastest bike they can to pass the test on is extremely interesting as it makes the previous models even cheaper in their second-hand form. The previous Ninja 300 model which was extremely competitive with the KTM 390 can now be picked up for around \$2000. It's a good job the roads in Albany are so shitty that only fools and oldies chance their luck riding motorcycles in the area. *Jasmine Hoansen*

## PRE31 SECTION

**Minutes of Pre 31 Section Meeting No. 373, 24-01-2018** – Chair: Ian Brashaw, Treasurer Graham Coole, Secretary Art Woldan

**Committee Report:** Dave Weeks to represent the Pre 31 Section on the "Sections Terms of Reference Subcommittee" with a listening brief (no decision as yet on direction).

**Events:** 17-06, Old Hotel Run, proposed by Ken Vincent



**General Business:** Ken Vincent has a motorcycle crate available at no cost. Dave Weeks said Colin Tie is closing his shop and is selling some hardware.







**Bits and Pieces:** - A sectioned 770cc BSA V-twin engine owned by Greg Boothey was shown. It'll be loaned to the VMCCWA. Graham Coole showed a tool for flaring the ends of tubes, and parts of a Lucas TKF four-wire magneto. Dave Weeks added that magnetos are more reliable if placed in a vacuum before the insulating liquid sets. Ian Brashaw said he tried KDS tank sealer that failed, but he showed a package of Caswell tank sealer that was successful.

## FEATURE

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**WHAT IS A LUBRICANT, OR AN OIL OR GREASE?** Oil in its simplest form is a Base Stock. It can be either a mineral base stock derived from crude petroleum or a man-made synthetic base stock. Additives are then added to the oil to improve existing properties, suppress unwanted properties or add new properties to the oil. Grease is an oil and additive package held in suspension in a soap or thickening agent. First, we need to understand how an oil lubricates the moving surfaces before we can start to look at the oil itself.

### What function does oil provide in my machine?

	Wear control - to minimise surface damage to components and thus ensure long service life before the parts wear out.
	Friction control – to reduce the power loss overcoming friction when surfaces move against each other to reduce temperature build-up between surfaces and prevent ultimate seizure of the components to reduce wear induced by friction.
	Corrosion control - to minimise corrosion and rusting of surfaces from acids and moisture in the oil and the environment.
	Temperature control - to remove heat from the working surfaces and components and transfer the heat away to a point such as a cooler or casing.
	Contamination control – to stop deposits forming on surfaces to hold particles in suspension and allow them to be removed by the filter or by draining.
	Power transmission - to support loads or transfer power from one point to another such as on the brakes.

### What gets lubricated in my machine and how?

In the case of engines and transmissions in particular there are a number of components moving relative to each other; some rolling and some sliding against each other. At some point the components will be stationary, then starting to move, and at some stage maybe under light loading or possibly under severe loading. Added to which, the temperature can vary partly owing to running conditions (start-up, for example) or partly due to ambient and seasonal variations. There are two main lubrication regimes that will protect the components, namely; Boundary lubrication and Thick Film lubrication.

□ **Boundary**, as the name implies, is where the two component's surfaces are in direct contact but lubrication is provided by the Friction Modifiers in the additive package (adpac) acting on the component surfaces to control friction and wear.

□ **Thick Film**, as the name implies, is where the two component surfaces are separated by a film of oil. This separation is dependent on various factors:

- one being the thickness of the oil, or its viscosity
- speed of movement of the one surface relative to the other
- the load acting on the oil film.

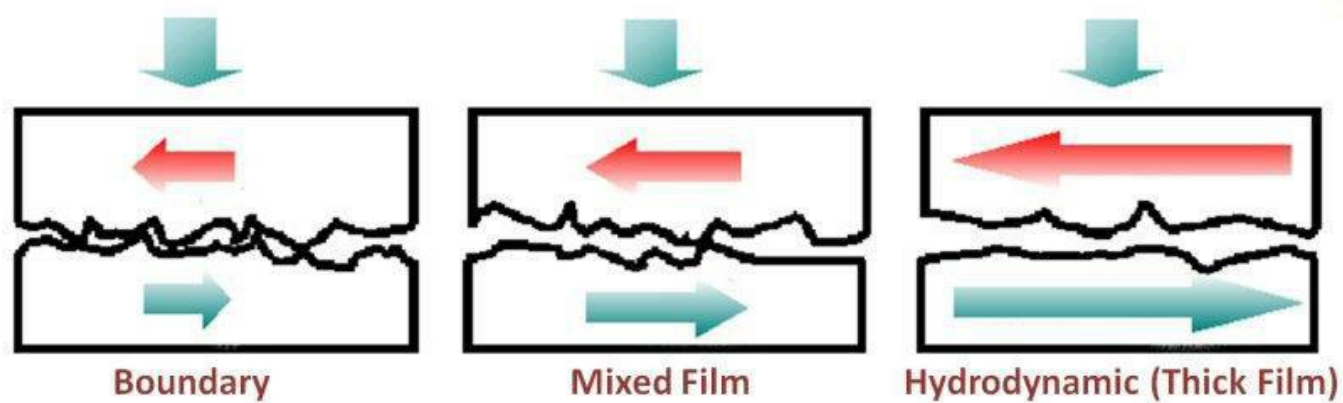
Thick Film lubrication can be further sub-divided into either separation of components sliding or rolling against each other, known as Hydrodynamic and Elasto-Hydrodynamic respectively. In the diagram below (Fig. 1) the typical scenario of a machine during start-up shows what might happen where sliding contact occurs such as at the plain bearings of the crankshaft and camshaft.

### Figure 1 – Lubrication between two sliding surfaces

- **Boundary** - During the starting phase the static friction is followed by boundary friction (high friction/high wear). The friction and wear is controlled by additives. Under extreme load it may remain boundary lubrication.
- **Mixed Film** - With increasing speed the sliding surfaces are partially separated by the lubricant, this phase is called mixed film lubrication (medium friction /medium wear). In this phase the emergency lubrication film formed by the additives protects the sliding surfaces. In some instances this may remain as a mixed film.
- **Hydrodynamic** - At even higher speeds the sliding surfaces are separated from each other by a hydrodynamic fluid film, in this phase the lowest value of wear is achieved. In this phase the viscosity acts to separate the components. Additives may not be required depending on the nature of the machine.



□ **Elasto-Hydrodynamic** - With rolling contact such as between the elements of an anti-friction bearing, or cam rollers, or at the pitch line of a gear tooth, immense pressure is generated at the point of contact thanks to the small contact area. This pressure is significant to cause the components to deform elastically and trap enough of an oil film. The pressure acting on this oil film is immense, sufficient to turn it into a solid layer momentarily. This solid layer is only 1 or 2µm thick but this is sufficient to ensure there is separation of the two surfaces.



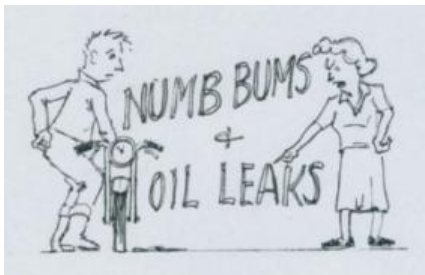
Both forms of Thick Film lubrication are subject to:

💧	Particle Contamination – results in Abrasive and Surface Fatigue damage in sliding and rolling applications respectively, and is most susceptible where the particle size is equal to or slightly greater than the film size or clearance.
💧	Moisture – results in damage to the bearing surfaces as a result of loss of film strength, and possible hydrogen embrittlement damage in rolling contacts.
💧	Viscosity selection – crucial to ensure sufficient film strength, but too high a viscosity selection will also result in increased fluid friction and thus drag and overheating, leading to wasted power. This is one of the reasons for modern engines using lower viscosity oils. The same is true when the viscosity is too low, mixed film and boundary contact can occur resulting in increased friction and wear, as well as overheating which will exacerbate the problem.
💧	Correct Additive Package – the correct range of friction-modifiers are necessary to cope with all load types at all temperature ranges.
💧	Start-up/Shut-down – more than 70% of wear takes place during start-up owing to insufficient speed to achieve complete separation, hence the correct additive package is essential to protect during this critical period of starting and warming up.

Reprinted courtesy of Kew Engineering - <http://www.kewengineering.co.uk>

# NUMB BUMS & OIL LEAKS

by Adrian White (pics by Jim Clark)



Bill, a much liked and well respected motor mechanic who discovered the joys of two wheels as part of his "mid life crisis" rode a lot of happy miles on a Yamaha XS 1100. He ran his one man mechanical repair shop alongside a suburban service station. Vince, a friend was trying to resurrect a mid 1920's Stutz which had been roughly converted into a racing car sometime in it's long life, a difficult enough task for a qualified mechanic, let

alone an amateur like Vince. He'd bring the car to Bill's workshop, source of equipment and more importantly, advice. This fateful day Bill was down the pit installing a Humber 80 gearbox, column shift operated by cables and renowned for being difficult to adjust. His deteriorating sense of humour was being sorely tested by plenty of request for help from Vince made worse by Vince's speech impediment, he stammered making the whole process frustratingly slow. Once more he walked to the pit. "B-B-B-Bill! But Bill had had enough! "Vince, for xxxx sake, take your heap of xxxx out of my xxxxxx workshop, I've got this pile of xxxx to finish before the owner arrives and you're not helping!" "B-B-B-But Bill, I only wanted to tell y-y-y-you there's a couple of n-n-n-nuns here to s-see you!" Not a religious man but a gentleman, Bill slunk out of the pit and made the tin rattling nuns' day with a very handsome donation.



How cool was that guy in the movie? Black leather jacket with sheepskin collar, unzipped to show a snug fitting whiter than white T- shirt, one hand on his hip as he cruised by on his loud and shiny motorbike, and that gorgeous girl on the footpath, how she totally adored him at first sight. And now, another young man, in his unzipped jacket with mandatory sheepskin collar and white T- shirt is riding his loud and shiny pride and joy down Normans Road when ahead he sees a very shapely young lady so - he'll give her something to yearn for, hand on hip, go a bit faster, a bit more noise and YES! eye contact! he can feel it but he's forgotten Normans Road has a very nasty protruding manhole cover which bounces him from his seat and sends the bike into a violent tank slapper. Eye contact forgotten, coarse bitumen contact now his major concern as he fights to control his machine. He's lucky, keeps the shiny side up completing his ride home with a heart rate in triple figures and wobbly knees.

## CLASSIFIEDS

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*All ads (including Services) will run for maximum of 3months. Please advise if item sold, or requires a longer run. You must provide your name & contact number in order to get published. You can post your own on the club website or email to [web@vmccwa.com](mailto:web@vmccwa.com) or [benner@inet.net.au](mailto:benner@inet.net.au)*

### FOR SALE:



**1971 SUZUKI T350 REBEL:** in excellent condition. The bike runs and rides well and all electrics in good working order. Ready to register. \$4250.00 ono Contact Duncan Rae (830) on 95242019

**CLOSING DOWN SALE:** Sadly the time has come to sell up. Colin Tie is selling his collection of motorcycle parts and general engineering machinery and tools, including lathes, sand blasters, parts cleaners, 4 post hoist etc. Too much to list. The Mundaring Unit will also go onto the market. Please contact Colin Ph 92956875 or Hm 92951601

**FOR SALE:** Large sandblasting cabinet c/w compressor (10 yo) but with new receiver - \$750, Rigid MAC Velocette rear stand - \$200 – Alan Annear Ph. 94010865

**FOR SALE:** 1942 Harley Davidson bare engine \$3000 ono, 1 x 1942 HD side stand, 2 Manual Oiler glasses \$40 each, WLA Harley Davidson spares – 1 New Clutch Hub outer - \$150, 1 2<sup>nd</sup> hand front wheel & brake \$200, 1 set new foot board rubber \$70, 1 new rear wheel bearing \$40, 2 new big end bearings \$200, 1 new kick starter return spring \$65, 1 new set of handle bar grips \$30, 1 new plastic carbide float \$50 & 1 x 2<sup>nd</sup> hand std engine sprocket \$35 – Jeff 0456057239

**FOR SALE:** Personalised number plate to suit a 1975 Honda Gold Wing. \$450 Steve Foster 0411372161

[bluestream@ozemail.com.au](mailto:bluestream@ozemail.com.au)



**SUZUKI GSX250 1983:** On concessional licence through club. In good condition and runs well \$2100 Mick King 587 contact 94905828 Mob 0407996682

**1954 SWINGARM ARIEL 500CC,** club registered \$7000. contact Terry on 0427364977

**FOR SALE:** Original pair of Silencers for Triumph T140 in excellent condition \$150, Original R/H Silencer for Suzuki X6 250 fair condition, some light rust, no dents. \$50, Mikuni Carburetors 1A6 for Yamaha RD400 in excellent condition \$140, Crank Casings for Yamaha RD200DX \$60, Cylinder Barrels for Yamaha RD200DX \$100 - ph: 0406099550 evening's please Simon #803

**FOR SALE - 1969 750CC TRIDENT T150T.** Good condition unfinished project .\$. 7000 contact number 0410839705 Lance (nb. non club member referred by Duncan Rae)



**FOR SALE: BMW R75/5 1970,** new battery new tyres. 404 12 MTHS.. Electric start. older restoration. Would consider exchange pre31 bike on road. Will be at VMCCWA swap meet March if not sold before. \$8500 Jim 0418200992 Albany

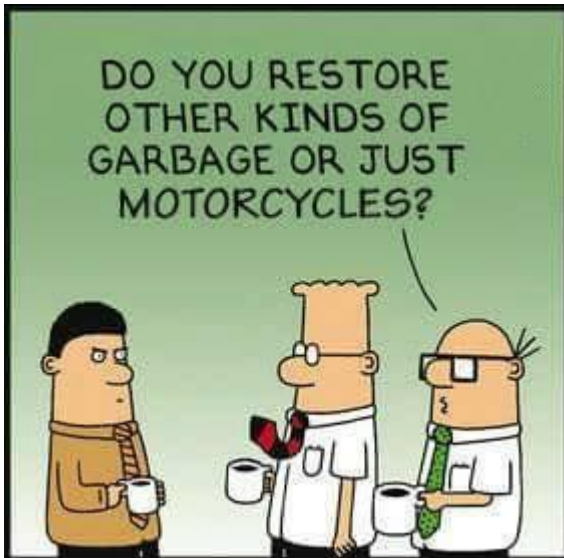
**FOR SALE: 1979 YAMAHA XS 650 SPECIAL,** Club Licence, New Tyres & front, Brake Cylinder & pads fitted, Electric start (that works), Fairing & luggage Rack, Good Condition \$6,400 John 0404597082.

**FOR SALE BSA A7 PARTS** – too many to list here, details online at [vmccwa.com/classifieds](http://vmccwa.com/classifieds) – Contact Terry Germain, Busselton 97554613 or 0448313171



**SWAP: BSA, 1949 , 50 A7** long stroke engine with gearbox all in very good condition, engine has no internals for early auto cycle or Quickly. Ph Bruce 93784161

**FOR SALE: METAL LATHE - ENTERPRISE 13** 3 Phase, measuring 1m between chuck and head stock. 3 Jaw chuck and 4 Jaw chuck. 310 mm face plate and 190 mm face plate. One steady. No Tool Bits. PRICE: \$850 Stan Phone 9399 4823 evenings.



## WANTED

**WANTED HONDA CB400F ENGINE** - Looking for a complete motor or motor parts to suit a 1975 – 1977 Honda CB400F Ron – 0429564953 Bayswater

**WANTED: IN NEED OF A SMITH SPEEDO** to finish my panther m100, can swap for some Norton es2 engine bits or pay cash, Contact Stewart 0422696383 or [stew.news@hotmail.com](mailto:stew.news@hotmail.com)

**WANTED LE VELOCETTE:** I'm looking for one either lever or kick start. It's for nostalgia sake as we used to have them on Christmas Island, thinking of the ones that were thrown over the cliff into the sea because there were more than two years old! Peter Ogborne, Albany 98444484 or [winchestergoose@omninet.net.au](mailto:winchestergoose@omninet.net.au)

**WANTED ANYTHING TRIUMPH TIGER CUB** or contact any tiger cub fans/like minded people maybe even organise some sort of runs for lightweight bikes, many thanks regards Richard 0419813124


**WANTED TO BUY** - Triumph 3SE front hub and brake backing plate: Restoring a 1940 Triumph 3SE and need a front hub and backing plate. Brian 0401 990 076

**1950 ARIEL NH350 PARTS WANTED:** clutch ,engine and gearbox parts needed. Gordon Cecil #1059 Ph 93594133 or 0475962952

**CENTER-STAND WANTED:** To fit 1964/68 Bonneville and Tiger - Mick Hancock 0418 333 392

**WANTED:** 16"x3" Harley Davidson Rims for Panhead Shovelhead Flathead WLA etc. Preferably chrome in good condition

P&M Panther Model 70/75 frame or any parts for the pre 50's model 350's – Nic Montagu 0427171702

 **HOW** are energy-saving light bulbs supposed to save energy if people keep turning them off?  
**Paul Jones, Cambridge**

## SERVICES

**SPOKE WHEEL SERVICES:** DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, Brian Morgan

**PETER SCOTT MOTORCYCLES** - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

**VINTAGE STEEL-MUDGUARDS AND FENDERS** - Vintage motorcycle mudguards made to order, [www.vintagesteel.com.au](http://www.vintagesteel.com.au). Made to original spec or custom rolled. AJS to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au) or Andrew Repton 0409 371001 [andrew@vintagesteel.com.au](mailto:andrew@vintagesteel.com.au)

**CUSTOM BIKE ELECTRICS RESTORATIONS:** Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willeton 6155

**MURRAY CANN ELECTRONIC SERVICES:** Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@iinet.net.au](mailto:murray.cann@iinet.net.au)

**ABRASIVE BLAST CLEANING:** (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

**WELDING REPAIRS:** Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

**MOULDS** to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

**OLD SCHOOL MOTORCYCLE SERVICES & REPAIR:** Same day servicing, restoration work, porting of cylinder heads, suspension work, special engine rebuilds, winter projects,



pick up and delivery in the Perth Metro Area (small fee applies). John Whittington - Unit 4, 3 Marchant Way, Morley WA 6062 Ph: 0411 636 371, Johnosmsr@gmail.com

**ALUMINUM POLISHING** - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

**BSA GOLD STAR**, B31/33 gaskets & parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

**WHITE METALLING SERVICE:** and any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807

## ELECTRICAL THEORY



Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke

escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires. It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable. In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd. And remember: "A gentleman does not motor about after dark." *Joseph Lucas "The Prince of Darkness" 1842-1903* -

A few truisms:

- The Lucas motto: "Get home before dark."
- Lucas is the patent holder for the short circuit.
- Lucas - Inventor of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- The three-position Lucas switch--DIM, FLICKER and OFF.
- The Original Anti-Theft Device - Lucas Electrics.
- If Lucas made guns, wars would not start
- Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.

Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators.



**ROARING TWENTIES PRE 31 RIDE**  
**Entry Form - Saturday 7th APRIL and Sunday 8th APRIL 2018**

Entry fee \$25.00 (Please add \$10 extra if partner or passenger stays for the BBQ). Make cheques/money order payable to "Pre31 section VMCC of WA" or direct transfer ANZ BSB 016 -499 account 4819-77532 , and ensure you "ADD YOUR NAME". Post to Ken Vincent, 33 Spring Road Kalamunda 6076. Entries close on the 30th MARCH 2018

RIDER / PASSENGER: NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_  
POSTCODE \_\_\_\_\_

CONTACT PH No \_\_\_\_\_ MOBILE \_\_\_\_\_ E'MAIL \_\_\_\_\_

CLUB AND MEMBERSHIP NUMBER \_\_\_\_\_ MACHINE # \_\_\_\_\_

MAKE OF MACHINE \_\_\_\_\_ YEAR \_\_\_\_\_ HP/CC \_\_\_\_\_

SOLO OR SIDECAR \_\_\_\_\_ REGO NUMBER \_\_\_\_\_

**Condition of entry:** Machines must be PRE 1931

**Declaration and Indemnity:** I hereby agree to abide by the regulations and constitution of the VMCC of WA (inc) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the vintage M.C.C. of WA (inc), the promoters and organisers and all other club members, their respective officials, servants, agents and representatives against all act claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and I hold the appropriate drivers license.

APPLICANTS SIGNATURE .....Date.....

PASSENGERS SIGNATURE .....Date.....

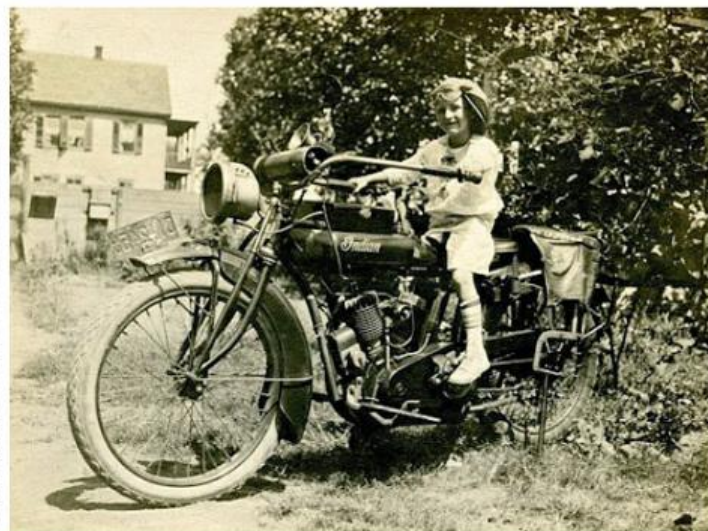
*Cut and keep information below:*

.....  
Start time is at **10.AM** from outside Boyanup Transport Museum, Turner Street, Boyanup. Secure parking is available overnight in the museum grounds open from 8am. Accommodation: Nannup Hotel 9756 1080, Nannup Caravan Park 9756 1211. Fee includes overnight parking and Sunday BBQ. Any queries please contact Ken on 9293 2093





# Vintage Snaps





TEMPORARILY RELEASED

# *The* BLACK Douglas

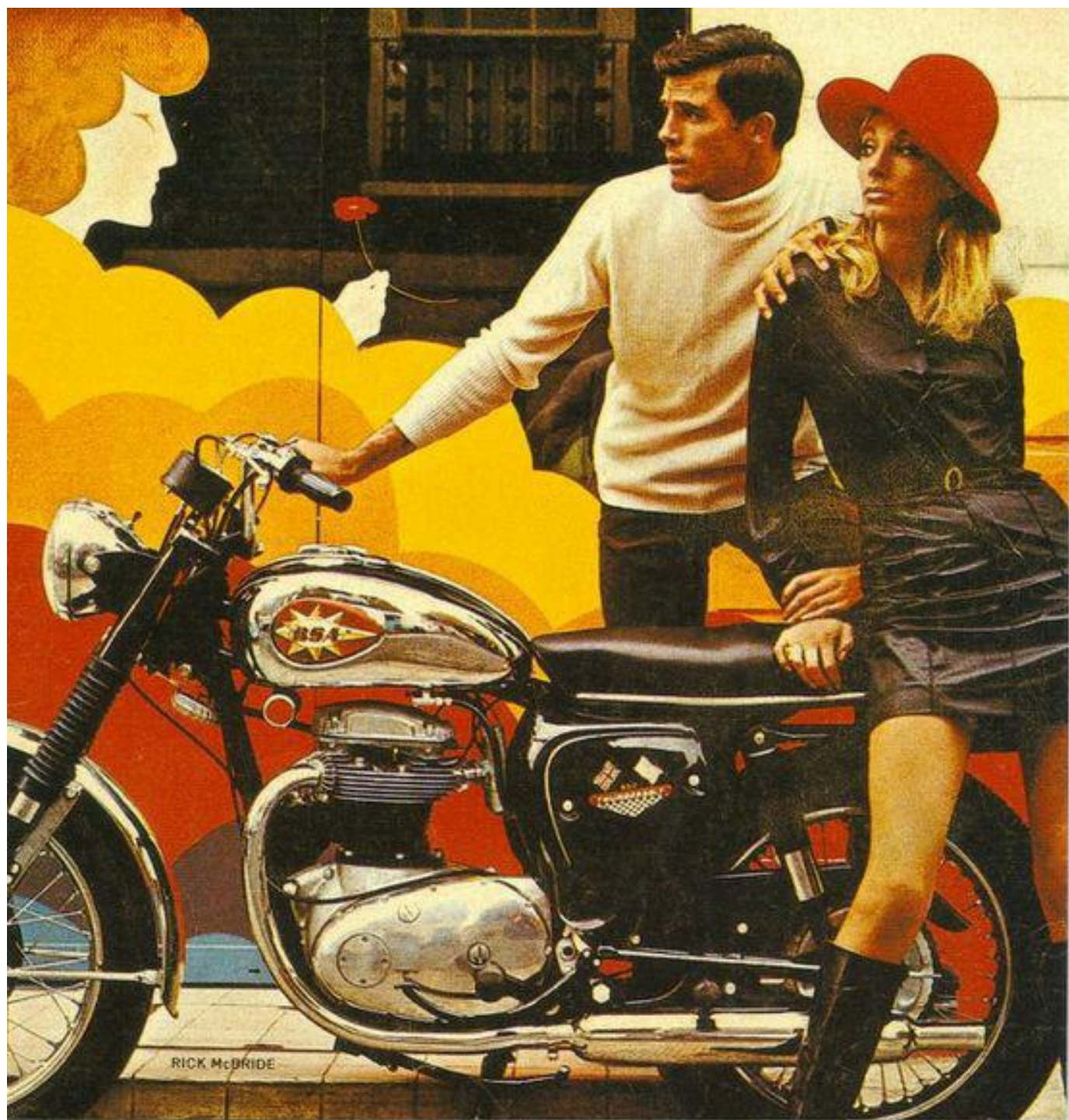
1914 — 1918



1919

*On "the open road"  
again.*





# THE BOLD WORLD of *BSA* for 1968







# BUSSELTON TWO DAY RALLY - 28/29 APRIL 2018

Closing Date For Entries: 14 April 2018

Entry Fee: \$20.00. Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.

Name.....

Address.....

Telephone: Home .....Work.....

Membership No: ..... Make of Machine: .....

H.P. or C.C. .... Solo or Sidecar ..... Year of manufacture: .....

Motorcycle Identification. No. ....

Reg Plate No. ....

Speed Category:

Groups: Veteran, Vintage, Post Vintage - Short Course 40 to 60 kph

Groups: Vintage, Post Vintage - Long Course 60 to 75 kph

Your preferred speed (between 40 and 75) ..... Course.....

Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered

Short Course: Veteran Vintage Two Stroke

Long Course: Vintage Post Vintage Sidecar

**Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. Recommend you book a room (single room \$95.00, double with single bed \$ 145.00, 3 single beds \$110.00) at the Busselton Motel (formally Amaroo), ask for Derrick and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.

**DECLARATION AND INDEMNITY:** I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club Eligible and I hold the appropriate drivers license.

APPLICANT'S SIGNATURE .....

PASSENGER'S SIGNATURE .....

Mail Entries to: Greg Macham 31 Macham Rd Millendon 6056 or Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108

BANK TRANSFER to Bank - B.O.Q. BSB - 126547 Acc - 21998733. You must include the following details on the bank transfer:

1. Account name - VMCC of WA, 2. Description - Busselton 2 Day 3. Message/Reference - Your Name



THE FINEST OF ALL HOBBIES





# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE **APRIL 2018**





# CONTACTS

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**Club Patron:** Rex Edmondson

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## MANAGEMENT COMMITTEE

**President/Welfare Officer:** Adrian White - 0438335563  
([sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com))

**Vice President/Web Admin/Chatter Editor & Publisher:** Murray Barnard – 0434215665 ([web@vmccwa.com](mailto:web@vmccwa.com))

**Secretary/Event Logs and 404 Regulation:** Jim Douglas – 94016763, PO Box 858, Hillarys WA 6923  
([secretary@vmccwa.com](mailto:secretary@vmccwa.com))

**Treasurer:** Greg Eastwood – 0438041072  
([greg.eastwood@vmccwa.com](mailto:greg.eastwood@vmccwa.com))

**Committee Members:**  
Chris Davis – ([chris.davis1@inet.net.au](mailto:chris.davis1@inet.net.au)) – 0411702356  
Greg Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

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## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665  
([web@vmccwa.com](mailto:web@vmccwa.com))

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, ([benner@inet.net.au](mailto:benner@inet.net.au))

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## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner 94934272 ([philskinner741@bigpond.com](mailto:philskinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
([michael.rock@inet.net.au](mailto:michael.rock@inet.net.au))

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
([mvg50@bigpond.com](mailto:mvg50@bigpond.com))

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Murray Barnard – Roleystone – 0434215665

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946

[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

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**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website [www.vmccwa.com](http://www.vmccwa.com) : Facebook: [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa) (to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

**Cover photo:** Dave Weeks (*photo by Murray Barnard*)

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia/Property:** Martin Rankin – 0468468271

**Significant Events Organiser/Swap Meet:** Greg Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineer:** Owen Page

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Pegini

**Unit Caretaker:** Andrew Hobday – 0411358428

---

**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

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**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009 787 ([ian.curtis@vmccwa.com](mailto:ian.curtis@vmccwa.com))

**Treasurer:** Chris Davis – [chris.davis1@inet.net.au](mailto:chris.davis1@inet.net.au) (fees payable to BSB 126547 Acc 22110619)

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

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**Albany Section Chair:** Paul Armstrong – 0417051378  
([patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au))

**Albany Section Secretary:** Roger Bittner – 98446524  
([rokebit@gmail.com](mailto:rokebit@gmail.com))

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844 4081 ([billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

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## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

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**EVENT BACKUP:** John Mills 0421738853 (when available)

**WATTLE GROVE CLUBROOMS CARETAKER:** call if access to Clubrooms is required for your event Ph. 94532728

**PARTS STORE:** Open Weds 9am -12 Noon & monthly meeting nights from 7pm

**BANK TRANSFERS** to – B.O.Q. BSB – 126547 Acc – 21998733





## PRESIDENT'S REPORT

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**Dave Weeks**, our longest serving Committee member has resigned from Committee, effective immediately. After joining in 1987 Dave has made a very significant contribution to our Club, serving on Committee from 1993 to the present day with stints as Vice President and President and this was recognised by the Club's highest honour- in 2003, Life Membership. He's been a regular rider and run organiser, including Wheels West, a major event. Dave is probably our most accessible member when questions arise about the Club's history with his memory being long and good. Dave, thank you. Enjoy retirement, keep polishing

the Goldie and studying the map book. Cheers from all!

**The Club** still struggles to find back up drivers, and this may be a contributing factor in poor attendance at rides. No one wants to leave a disabled, very portable, very valuable machine roadside whilst they find a lift home for a trailer. A simple puncture disables the best prepared machine. Driving backup is a good way to enjoy the camaraderie of the club - certainly motorcycling is a solitary pursuit, social - coffee - food stops are there to be enjoyed with the backup driver fully included; we're really grateful you are with us!

If your car is unsuitable, Greg Eastwood has kindly offered the use of his 4WD, problem solved. So, guys (& gals!) think about it. Become an active part of a great club!

**The position** of run co-ordinator has been discontinued. Greg Macham will henceforth concentrate on what does best - major events, swap meet, Busselton two Day etc. Members wishing to speculate about a new run or revisit an old one can contact any committee member - runs have to be sanctioned by the committee anyhow.

*Adrian White*



## VITA BREVIS

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**Continuing** on a theme, it is easy to take a Club for granted as Chatter after Chatter churns out, monthly meetings come and go and events come thick and fast. None of this happens however, without someone putting in a lot of work and spending time talking to other members. The Club would be a fairly static place if we didn't have events, but fortunately, we have a number of members who put in an effort most years to organise and lead a ride somewhere or to a place of interest. As such event organisers are a critical functioning part of the Club and should be applauded for their efforts. Running an event certainly is a good way to get to know other members. Anyone can organise an event, you

don't have to be a club official. Kudos to those who do make an effort.

*Peter Bennett* may not have been seen for sometime, having moved to Geraldton a few years back, but lets not forget that Peter was Chatter Editor for many a year, more than I can remember and did a great job as well. Peter is still assisting with the Chatter, at a distance, and *Paul Pegini* can be seen organising the clubrooms on monthly meeting nights. A hard worker who quietly performs the task of setting out and collecting chairs which helps make the evening go smoothly. Thanks Paul.

**The club calendar** can be a bit light on sometimes for shorter rides,

especially when there are major events on. Rest assured we are looking at encouraging some weekend and mid week social activities to help fill the gaps. The new Classic Section is especially looking at this and proposing regular social events alternating between North and South of the river.






**Sorry** to hear Albany member David Beeck was badly injured in a collision at Denmark, a month ago, whilst on a Section run. At the time of writing David is still in hospital. I am sure everyone will send David their best wishes for a full recovery.

*Murray Barnard*

# ROUNDUP OF COMING CLUB EVENTS

April 2018

Always check this calendar online, via phone, PC or tablet - <http://vmccwa.com/wp/events/list/> for updates – no login required

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
26	27	28 Parts Store: 9am-12pm  Pre-31 Section Monthly Meeting	29	30	31	1
2	3	4 Parts Store: 9am-12pm  Monthly Meeting – Wattle Grove – 8pm	5 Albany Section Monthly Meeting	6	7 7/8 April 2018 – Roaring Twenties – Pre31 Only 	8 7/8 April 2018 – Roaring Twenties – Pre31 Only 
9	10	11 Parts Store: 9am-12pm  Mng't C'tee meeting – 8pm	12 Chatter Cut-off – 5pm	13	14	15
16 Post 70 Section Monthly Meeting	17	18 Parts Store: 9am-12pm	19	20	21	22 22 April 2018 – Economy Run 
23	24	25 Parts Store: 9am-12pm  Pre-31 Section Monthly Meeting	26	27	28 28/29 April 2018 – Busselton Two Day Rally 	29 28/29 April 2018 – Busselton Two Day Rally 

**ROARING 20s – 7/8 APRIL – (Pre31 machines only):** Restricted Event – for Pre31 machines only. The run starts and finishes at Boyanup, with an overnight stop at Nannup. Perpetual trophy to whoever rides in the spirit of the event. Best vintage trophy. Best veteran trophy. Best

small bike trophy. Special award for all belt drivers. Plus, more awards and Grande Raffle. Drawn Sunday. Bike display in Nannup Saturday afternoon. Book your own accommodation at Nannup Hotel ASAP! Limited rooms available, mention VMCCWA. Ph Nannup Hotel

97561080. Entry form in this issue.  
Ken Vincent 9293209

**ECONOMY RUN – 22 APRIL:** The Economy run will have a new route this year. It will be run North of the river with a start at Ginger's Roadhouse on the Great Northern



Highway. (Second servo going north after West Swan Road). Come and join us for a leisurely ride through the pleasant roads to the North East of Perth. Prizes will be given for the most economical single cylinder, twin cylinder and multi-cylinder machines and overall winner for the best on the day.



Great opportunity to win a prize as the winners of old, such as the BSA bantam's and Ariel 350's do not get out any more. Meet at Ginger's Roadhouse at 10:00 or before for fuel up and a natter. We should be away by 10:30. Plenty of room for trailers. Please do not fill up with fuel yourself but wait for one of the team with the measuring "sticks" to fill you up. Bring plenty of change for fuel cost and please remember to pay. The ride will be of duration 140Kms or thereabouts and we will stop for approximately one hour for refreshment + lunch if required. If your bike is likely to need more fuel there will be petrol at the lunch stop. The backup fee will be \$3 and a volunteer for backup would be appreciated. For more information contact Jim on 94016763 or [secretary@vmccwa.com](mailto:secretary@vmccwa.com)

Hope to see you all there for a check on how well you can tune for ECONOMY. Remember this is a precursor to the Busselton Two Day

event so you can get your bike tuned and ready for the big one.



**BUSSELTON 2 DAY – 28/29 APRIL:** closing date for entries: 14 April 2018 (Entry Form on mailing slip enclosed with print Chatter) Entry Fee: \$20.00. Machines must be Club eligible with a current Licence and Roadworthy Certificate. Accommodation to be privately booked in Busselton for Saturday night (28 April)

**Note:** Help needed - if you can help with this event please let Barry O'Byrne (0418936254) or Greg Macham know asap.



**CAFÉ HOP - 6 MAY 2018:** Open to all members and club eligible bikes, but no backup trailer is envisaged. If you would like to provide the backup, please contact the ride organiser. Our

annual event to get your caffeine fix. We start at Hillarys Marina, at the Western end of the North Mole. From there the ride takes us North hugging the coast for a few Km's until we hit Marmion Ave where we again go North turning off for our next stop at Yanchep beach Cafe. More Coffee. We then head inland a bit & pick up Old Yanchep road this time heading (roughly) South. We skirt the Barbagallo racetrack & come out at Banksia Grove where we head towards Wanneroo Rd. Just over the traffic lights the ride finishes at leapfrogs Cafe (in the Drovers Market complex). Ride is approx. 75km. Nic Montagu has kindly volunteered to lead this ride. Event sponsored by Post70s Section.



**BYGONE RESTORATIONS – 20 MAY:** Meet and 9.30 at Caltex Toodyay Rd Stratton for 10am departure. Leisurely ride up to Toodyay taking in O'Brien Rd to Bruce's place. Bruce will show us around his collection of Vehicles that he is restoring including cars and motorcycles.

Bruce has a number of Panthers, one of which he recently rode to Sydney to support Men's health charities. He is also one of a few people globally that can produce traditional braided wiring harnesses for cars and motorcycles.

[www.bygonesparesandrestorations.com](http://www.bygonesparesandrestorations.com)





# NEWS

Compiled by Murray Barnard

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**GYPSY TOUR 2018:** The Gypsy Tour for 2018 will be held 8 -11 Nov this year. Camping will be at Denmark which will allow for rides in this beautiful area. Event will include BBQ and ride with the Albany Section. Start planning now. Details in next Chatter. Contact Murray Barnard for more information.

**COME AND TRY DAY – COLLIE RACETRACK – 31 MAR 2018** Bob Humphreys has advised that there is an opportunity to take your old bike for a run at the Collie Racetrack. There are no fees and no need to take out a day license. If you would like to try out an old machine on the track, the day is free. All you need is the right protective gear. The next available date for the “Come and Try” day is 31st March. Members who have a pre-1997 historic bike and have not held any licence from MWA or MA are eligible. The day is free for this category only. Expressions of interest to the Race Secretary, hcmcracesec@gmail.com (Terina Hickey). HCMCWA website has all the details, and details for setting up of bikes.

**CLUB MEMBERSHIP SECRETARY - ASSISTANCE SOUGHT:** The Club’s Membership Secretary, Trevor Stephenson, is seeking an assistant to help with the maintenance of the club membership records. Limited computer experience is required to access online records. If you can help please contact Trevor to discuss.

**BIKE DISPLAYS AT GENERAL MEETINGS:** A popular activity at General Meetings has been the display of a machine or give a brief discussion about the machine’s history or attributes. Members are invited to bring a machine in to the General Meeting for this purpose. To do this, please contact Jim Douglas, the Club Secretary to arrange a suitable date. Dave Weeks will provide a short talk on his BSA Sloper at the April meeting.

**BUILDING WORK PROPOSALS FOR PARTS STORE AND LIBRARY:** To enhance the utility of both the parts store and the library a proposal has been made to redevelop the Marshall Room. The existing room is underutilised, and it is planned to extend the library and the parts store into the area to improve access to both of these popular club facilities and services. An area will be retained for small group meetings still. The technical library room will be demolished, and the technical library will be located in the main library area in future. It is proposed that regalia and the honour boards will be retained in the general entry and the small group meeting areas. Quotes are being sought for the removal and rebuilding of internal walls in the area. Any member with skills in building partition walls who would like to bid for the work should contact the Secretary.

**CLASSIFIEDS:** Each issue of the Chatter carries For Sale, Wanted and Services ads. These ads are expected to only run for 3 months or until item is sold or no longer required; but, this service is not always appreciated. Please help reduce unnecessary repetition in the Chatter by renewing ads or advising Peter Bennett when the ad is no longer required. This requirement applies to all ads, including Services.

**CLUB EVENT COORDINATION:** Event coordination is a role for all members of the management committee. Club events are generally planned well in advance and published in the annual calendar – you can see all approved events and event details online at vmccwa.com/wp/events/list. To become a club event a proposal must be approved by the management committee and published to all members in advance (in at least one Chatter). Ideas for new events do arise during the year so if you have a proposal for a club event then please

contact any committee member to have it referred to the next available committee meeting. This needs to be done in sufficient time for the committee to sign off on the activity and have it published to all members. To publicise the event once approved contact the Chatter Publisher with the details you wish to have published.

## LICENSING ADVICE FROM CMC:

**CODE 404:** The onus for the compliance and operation of a vehicle licensed under code 404 does not rest with the club of which the owner is a member, the CMC or the Department of Transport (DoT). It rests solely with the owner. If an owner chooses to drive the vehicle that is not compliant with the requirements of the code, which includes mechanical modification as well as not being a financial member of a club, then that driver commits an offence of driving an unlicensed vehicle. The implications of doing so extend to not being covered by third party insurance and comprehensive insurance. Worse than that, if the vehicle was involved in a motor vehicle accident where injury or even a fatal injury occurred, without the cover of these insurances the driver could be liable for a range of charges that could lead to imprisonment. So, if you are driving a non-compliant vehicle, don’t think you have got away with anything. The implications of doing so could be horrendous. One only has to look at what the courts have done with drivers of unlicensed vehicles being involved in traffic accidents. The CMC has anecdotal evidence of owners who have let their membership lapse having been reported to DoT and have been issued a “Please explain” from DoT. Rest assured that the department takes a dim view of members not being compliant.

**CMC1 FORMS:** The Council of Motoring Clubs was advised on the



14th February by the Department of Transport that they had received a CMC1 form from a member of a CMC member car club in which the wording about modifications had been crossed out. The owner took this form to a licensing centre where the licensing attempt was apparently rejected. The Department of Transport is taking this very seriously and will take this up directly with the car club. The Department requested us to advise all our member clubs that the CMC1, CMC2 and E81 forms (as applicable) must be completed in their entirety without any alterations to the forms or their wording. The Council of Motoring Clubs WA is also taking this very seriously. Our member clubs have over 7000 vehicles on Code 404 concessional licenses. The feedback we receive at our meetings from our club members is that they highly value this scheme and do not want anything to occur that puts this scheme in jeopardy. We represent all of these 7000 vehicle owners and a key focus for us is to work with clubs and the Department of Transport to continue the availability of a concessional licensing scheme for historic vehicles. To help the continuance of this concessional licensing scheme, please make sure that none of the wording on any application forms associated with your club are altered.

**HANDBOOK:** There have been a number of comments from clubs and members that certain portions of the Code 404 handbook should be changed. This is not an easy thing to

do. The Code 404 handbook was written in conjunction with the DoT internal Business Rules. This came about after a long and protracted negotiation between the CMC and the Policy department of DoT. The CMC cannot alter any of the conditions contained in the handbook, only the DoT may amend or review the rules which firstly must update their Business Rules before they would approve any changes to the code. Rest assured that your code 404 delegates are in touch with DoT on all matters concerning the code including those mentioned above.

**NATIONAL MOTORING HERITAGE DAY:** Last year clarification was sought from the Department of Transport re the following: 1. Clarification as to whether or not the conditions of use for concessional licensed vehicles are relaxed for the National Motoring Heritage Day and for Anzac Day, effectively allowing normal use on those days. 2. Acknowledgment that although the CMC is not an authorised historic motor vehicle club in its own right, it can host and organise events involving concessional licensed vehicles?

The response from DoT was that there was no *"intention by DoT or WA Police to 'relax' 404 conditions for NMHD. However, provided the use of vehicles on NMHD is part of a recorded event arranged by approved clubs, this would be compliant with the governing conditions for the*

*concession"*.

Further, *"the CMC is not an approved historic motoring club in its own right. This can only be achieved if the CMC is an incorporated body and has a constitution and, a minimum of 30 financial members"*.

- Neville Horner, Secretary, Council of Motoring Clubs WA

This clears up a matter, raised by this club, as to the legality of riding 404 licensed machines on National Motoring Heritage Day and whether CMC could authorise the event. The short answer is no!

**YORK MOTORCYCLE FESTIVAL – 14/15 APRIL 18:** Members are reminded that the motorcycle festival at York in April is not an approved club event as there is no event organiser, so if you attend on a 404-licensed machine be sure to log your intention to ride with the Club Secretary of through the online log on the club website.

**BOOKS NEW TO THE LIBRARY**  
**03.03.18:** The Nazi TT - Rodger Willis, Aurora To Ariel - Bill Snelling, Classic Off-Road Motorcycles - Ricky Burns, Silver Pigeon Instruction Book, Matchless 1951 Twin Instruction Book, Vespa Service Manual, Hodaka Workshop Manual, Chinese/Taiwanese/Korean Repair Manual, Kawasaki KR 250cc Service Manual and 9 CD's Early Motorcycling



## FROM THE SADDLE

By Jim Douglas

### NEW MEMBER APPLICATIONS:

Robert Howard, Justin Carr, Jasmine Hoansen, Kenneth Jordan, Timothy Eggleton, Christopher Bell, Harold Dewar

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

### REPORT ON COMMITTEE MEETING HELD 14TH FEB 2018:

- | 1. | Outstanding  | Actions                          | Completed |
|----|--|----------------------------------|-----------|
|    | - GE to complete bank documentation for all signatories  |                                  |           |
|    | - GM to update the annual events calendar following discussion in Nov/Dec 17. Unfortunately, not completed by GM, but MB filled in the gaps for publication in the Chatter.  | <b>Action finally completed.</b> |           |
|    | - GM to investigate the viability of a club hill climb at York and report back to committee. Recommendation: that it is run by another organisation. Event will not proceed due to problems arising and lack of communication. <b>Item closed but ramifications for Club still to be resolved.</b> |                                  |           |

- GM to produce a list of actions for committee to consider for the Hill Climb to happen. This action was not done and lead to serious concerns being raised about the way committee instructions were being not complied with. Member sanctioned on failure to act as directed and lack of consultation with other committee members. Lessons learnt for future events of this nature. Further details below. **This action considered closed.**

2. Robert de Hol, Alex Havas, Martin Beeck, Malcolm Cooke, Mason Lague, Mark Errington, Michael Pate, Jasmine Hoansen, Kenneth Jordan. All approved subject to no adverse comments after publication in the Chatter.
3.
  - a. Membership renewals: A review of members who have not renewed was reasonably predictable. We currently have 147 members who have not renewed of which 34 were ASM's. Last year we had a similar number who did not renew which would suggest that the fee increase was not responsible for the decline in numbers. Only the ASM's who now pay a fee were affected.
  - b. Backup fees for impromptu rides: A recent section event did not conform to the rules of the Club which was alarming. A request for a backup fee to be paid for this event also did not conform with club procedure and practice. Backup fees were also not collected by the organiser of this ride. However, it was decided by a 6:1 majority that as a good will gesture to the member concerned who provided the backup that the claim for backup fee would be paid in this case as a one off. The Committee restated the rule that: No backup fee will be paid in future for any ride except an official approved club event, which would be open to all members. There would be no exception to this ruling except by prior agreement from the Committee. Treasurer would write an email to the organiser setting out the terms of this payment.
4. Ken Marshall room proposals: A floor plan drawing has been produced which gives a first pass at the re-vamp of the Ken Marshall room. The plans will need further work before we embark on a costing for the proposal. However, the committee agreed in principle to the changes to the Ken Marshall by a 6:1 majority.
5. Honour Boards: Authority given to JD to create new honour boards. One just for the Life Members. A second to record the officers of the club from 2015 onwards. The old board will be retained but no further additions will be made to this board. The new boards will be mounted in the Ken Marshall room or the Library whichever is appropriate.
6. Review of Procedures: MB produced a review of roles of managers within the club. The emphasis being on what actually happens today rather than what is currently written in procedures. From the analysis it is clear than the work of the events coordinator no longer exists as a standalone role. Without going into the detail a lively discussion followed with the events coordinator (GM) trying to retain his position despite nearly all the stated duties being performed by others. Eventually the

Chairman asked GM if he would stand down as Events Coordinator and take up a new role of significant events organiser. This proposal was accepted and will take effect immediately. The committee will hence forth resume the role of events coordination. Chairman (AW) will announce the changes to the members at the next monthly meeting. The update to the role of affected officials will made in the procedures.

7. Events
  - a. A change of date for the Busselton 2 day was tabled. After some debate mainly concerning the risk of wet weather in May for our premier club event of the year it was decided that the planned date in April would be more suitable date. It is likely that changes to the annual events calendar would be needed next year to ensure the Busselton 2 day gets top priority in club event planning. April 28/29 would remain as the dates for the 2 day.
  - b. No new events. GM suggested that the York Motorcycle festival on the 15<sup>th</sup> April would not be a club event. It could be advertised in the Chatter and members advised that it could be an Impromptu for 404 bikes. CD is postponing the Post 70's Bali bash until later in the year due to health problems.
8. Swap meet. Everything going to plan. More information needed for the Chatter particularly the need for members to bring their bikes for display. Finish time will be 11:30 not as published in the last Chatter. It was decided to bring a coffee van to the venue this year and not have the tea and cakes provided in the kitchen as before. The rational being that we only made \$300 + from the kitchen and the coffee van will pay \$100 for the privilege of being there. So we will only lose \$200. Benefit disputed but will be interesting to see if the members like this idea. Should be better coffee even if more expensive. It was suggested by CD that we should have a colour flyer with information about the club to go with membership application forms at the event. This was thought to be a good idea.
9. Hill Climb. There were a number of problems identified with the club running the Hill Climb. First and foremost was the complete lack of communication from GM in informing the committee of what was happening. Also in failing to follow Committee instructions and direction on this matter. We received no emails or briefing from GM on any aspect of this opportunity, despite requests to do so. More information was received by members of other clubs than from within VMCCWA. The committee was completely in the dark until this meeting. GM decided on solo enterprise with a consequential failure to share any information with fellow committee members. This is dangerous as it can destroy objectivity and fail to recognise major potential problems which a team will be more able to recognise. (at the last meeting a sub-committee was proposed but rejected). Instead of working as a member of the committee he had unilaterally decided to run it as a private venture but had continued to use the Club name. GM advised the



committee that he had it in writing that MWA would underwrite the event and provide insurance. This is difficult to understand as we are not an affiliated club of MA and do not as such have a clear understanding of their competition rules. It is also not known whether the insurance was adequate for the club or not. (Viz the problem some years ago at Northam Hill Climb where a member was badly injured). Without someone else looking at the level of insurance cover, the licensing fees for MA and the requirements to run such an event it is difficult to tell. Such a failing is inexcusable. No one else had the opportunity to review anything of importance. Advertising material had been passed out to other motorcycle clubs with the VMCCWA logo inferring that we were an organiser of the event. An abuse of club privilege as the committee had not approved our participation.

From the advertising material GM distributed other clubs were invited and decisions were made about what dates for bikes would be expected. None of this was authorised by the Committee. Again implications for insurance and club liabilities and no discussion within Committee. GM decided, not the committee, that we should withdraw from the event due to problems liaising with the York Event Promoter and Albany Hill-climb member. In the circumstance the Committee agreed it was in the best interests of the club to withdraw from the event. However, it was recognised that this has brought the name of the club into disrepute, due to advertising and potential promises made. It was agreed that GM and CD jointly work to undo this damage by contacting all concerned and report back to committee on a regular basis on progress. The problems exposed by this Hill Climb opportunity represent a major issue for the management of the club going forward. We cannot allow this type of problem to happen again. If we do, we as a management team (committee) have completely failed to look after the club and its members and failed our responsibilities as Officers of the Club. We must ensure that a sub-committee looks at this type of event and ensure that egos do not get in the way of management information flow.

# MINUTES OF THE VMCCWA MONTHLY MEETING 7TH MARCH 2018 HELD AT WATTLE GROVE COMMENCING AT 8.00PM

President: Adrian White, Treasurer: Greg Eastwood, Secretary: Jim Douglas

**Members attending:** 66 members attended the meeting with 5 visitors **Apologies:** Ron Chave, Bill Coote **Microphone Usher:** Barry O’Byrne was the Usher for the evening after a problem with his ignition switch. **Visitors (5)** Some wishing to join the club and some coming for a look.

**Welfare report:** George Cotton has had a heart attack. Noel Simmons fell off a chair while standing. Mike Davies remains

in a moon boot. *Post Meeting note:* Brian Rodwell has broken an ankle while playing with a new Indian.

**New members:** The following new members envelopes were provided and are accepted into the club. Michael Pate, Martin Beeck, Alex Havas, Malcom Cooke, Manson Lague, Mark Errington, Steven De Mol

**Minutes of Previous Meetings:** President called for acceptance/dissenters and business arising. Minutes were approved Chris Davis, seconded Dave Weeks

## Reports:

**Presidents Report:** Greg Macham is stepping down as events coordinator. He is moving to new role as major events organiser. He is currently working on Swap Meet and Busselton 2 day. The role of events coordination will now be undertaken by the Committee. Any ideas on new events take to your committee member or inform Murray Barnard for inclusion in the Chatter. We are looking for new events as the calendar is a bit light in some months.

Dave Weeks has resigned as a Committee member after many years in the role. We believe he is the longest serving member ever on Committee.

A revamp of the Ken Marshall is currently being planned. We are proposing to expand the Library and Parts store but retain a smaller Ken Marshall room. If anyone has any comments please talk to a committee member or discuss with Library or Parts.

Membership secretary, Trevor has asked for a young computer literate volunteer to assist with Membership secretary activities. Opportunity for a member to learn the ropes helping with this important club activity.

**Correspondence:** The resignation of Dave Weeks.

**Finance Report:** There was an unusual amount of annual Subs paid this month as a few people seemed to be a bit late. Costs for the unit include a fridge (\$299) and boardroom table (\$255) and a payment for water (\$210). A full set of bank statements was available at the meeting for any interested members.

February			
Payments		Receipts	
Acct	Amt	Acct	Amt
Backup costs	100.42	Annual Subs	1,575.00
Chatter postage	281.90	Bank Interest	4.30
Elec com	260.67	Raffles	138.40
Rallys & Events	65.56	Rally events	629.00
Stat/print/post	165.43	Trading Spares	1,717.00
Unit	841.03		
	<b>1,715.01</b>		<b>4,063.70</b>

**Chatter Report: Murray Barnard:** Events Calendar is online and accessible from smartphones or PC, no login required at vmccwa.com/wp/events/list. March/April are quiet months so a social event may be included in the next Chatter to provide for members in the City. CMC has produced advice of DoT concerns with 404. DoT most concerned about

individuals meddling with 404 application forms. Full details in the next Chatter. Come and Try day at Collie on 31 March if you would like to ride a historic bike on the track. No fees, only requirement is for full leathers. Chatter distribution shows we have 530 fin members, 320 taking print and 210 taking digital.

**Past Events:** *Clive Glands* organised a mid-week barbeque specially to cater for the older, not so active members. This was well attended and thanks to the helpers who put on the food and drinks. *Terry McKie* organised a mid-week event to trial the principle of corner markers. About 10 members attended. It was agreed the principal of the run was good for occasions and should be repeated again. *Old Forkers* ride organised by Ken Vincent: My personal opinion was it was an excellent event, good breakfast and plenty of old bikes and memorabilia to look at. Very well organised. Good one Ken. Northam Swap Meet organised by Barry O'Byrne. A very early start and a bit cold travelling to Northam. Some motorcycle spares available this year.

**Future Events:** All in the Chatter - Ones of note included the Roaring 20's for pre-31 bikes only, details from Ken Vincent. The Economy run on the 22 April which will be 120Km going north this year. This is a precursor to the Busselton 2 - day to ensure your bike is up to the job. Details Jim Douglas. The Swap Meet is just off the Albany Highway as in previous years. We are looking for a good turn-out of bikes for display in the exhibition hall this year. Details Greg Macham.

**Dating Reports:** **Pre-31 Michael Rock:** No dating this month  
**Pre 70 Maurice Glasson:** Noel Cavanagh with a 1957 AJS model 30, Doug Thompson with a 1964 BSA C15, Dan Wilkinson with a 1948 Norton 16H.  
**Post 70 Les Vogiatzakis:** Moto Guzzi Le Mans 2 and a Kawasaki Z1000ST for Gary McIntosh, Laverda Jota for Paul Armstrong.  
**Concessional Licensing:** **Phil Skinner:** Examinations carried out in February: Mike Chapman with a 1971 Honda CB450.  
**Full to Concessional Inspections:** During Feb: 1964 BSA C15 for Doug Thompson.



## PRE31 SECTION

**Summary of Minutes of Pre 31 Section Meeting No. 374, 28 Feb 18**

**Chair** Ian Brashaw, **Treasurer** Graham Coole, **Secretary** Art Woldan

**Present,** 10 members and 2 visitors.

**Minutes of Previous Meeting,** emailed by Art Woldan and accepted.

**Financial Report,** read by Graham Coole and accepted.

**VMCCWA Committee Report,** by Greg Macham - There will be a Busy Bee at the Maddington Unit in March.

**Other reports: Library :** Ken Vincent: A few new books in the Library. Some donated some purchased. See Ken for more details on a good motorcycle read.

**Spares** Keith Weller: Stocks of Oil have now come in plus some good old fashion heavy grease.

**CMCRep:** John Moorehead: Some 51 clubs will be exhibiting at the Shannon Car show Ascot on the 18<sup>th</sup> March. VMCCWA will not be attending this year. This is thought to be a good venue. The CMC have set up a fund of \$1000 to promote worthwhile projects within clubs. Submissions by 12<sup>th</sup> March 2018. Digitising of the Channel 9 Motor Show which started in 1997 has now commenced. The VMCCWA contributed \$200 to the fund. The finished collection of discs will be available to CMC members at the Whiteman Park motor museum. A 15 minute taster is available for download.

**General Business:** Wall fixers required. Do you know anyone who would like to bid for the Ken Marshall room work at the clubrooms. Any club members would be most welcome to bid. More bikes required for the Salvos during the year and not just Christmas. We would like any member who can spare a little time repairing no longer wanted childrens bikes. See John O'Brien or President Adrian. Question raised on planning permission for the changes to the Ken Marshall room. Our landlord, VCC, have been informed as a courtesy, however the building is ours to do as we please as long as we do not alter the basic structure.

**Bits and Pieces:** Mary wants some dubbing. Members were able to provide some advice. Jim is looking for tough Regina Chains in WA for his fast bikes. A member gave thoughts on where they may be available.

**Next month:** Dave Weeks has promised a presentation on his BSA Sloper

The meeting closed at 8:45 pm

President

Secretary.

**Past Events:** Greg Boothey reported on the Ballarat Swap Meet, Feb. 24 and 25.

**Future Events:** The York Hill Climb, April 14 and 15, will be organized by Motorcycling WA.

**Bits and Pieces:** It was mentioned the GST will apply to all imported items from July 1. Greg Boothey showed a B&B twist grip, an André disc shock absorber, and two "wine glass" collectors for the bottom of petrol tanks. Ken Terry said he purchased saddle springs for his Scott from Trojan Classic Motorcycles in Sydney.





## PAST EVENTS

**NORTHAM SWAP MEET:** A few pics from the run to the Northam Swap meet. Thanks to Barry O'Byrne for organising the event. If we're looking for a microphone usher next meeting, I would nominate Dave Weeks since he should have been driving the backup vehicle for us today. (Get well Dave) Great weather ...after early fog at the start point. I don't think anyone came away with a bargain, but a good time was had by all. *Pics by Ian Curtis*

and a rider having missed sighting him carried on to the destination independently. It was agreed the principle of the run was good for occasions and should be repeated again. *Terry McKie*

**OLD FORKERS DISPLAY & RIDE:** *pics & report by Ian Curtis*  
Thanks to Ken Vincent for organising today's get together. It is always good to see the old bikes out in the sunshine.



**TERRY'S MID-WEEK RUN:** The run was from Cnr Kalamunda and Hawtin Rds, to Holmes Rd along the scarp to Welshpool Rd then turned left at the top of the hill taking in the magnificent views over the City from Lesmurdie, from there to Walliston, Bickley Valley, Mundaring Weir Rd, Bunning Rd, Mt Helena to the Gidgi Bake House where after a coffee and a pie the official run ended. The general consensus was that the run being very sedate and controlled by the regulation speed of the leader, however, there was one mishap where a corner marshal was not readily seen



Suzuki GT750M (1974) seen at March GM



# ALBANY MATTERS

by Roger Bittner

Ed Fonzarelli joined us on a coffee run, a pretty smooth character, with his Brylcreemed hair and Chopper style motorcycle, however I heard that he sold his bike, so I guess that's the last we'll see of him. We hope our good mate David will soon be fit and well, and be able to join us for a coffee, even if he has to come by car. David was badly injured when a Subaru WRX driven by a 19yr old T boned him at a junction in Denmark, on one of our coffee runs, David was not at fault, he's had to have 3 operations, and at the time of writing is still in hospital with complications. Ed Shekell had a run in with the speed camera mob, but he has never been near the place (which is miles away) where he was allegedly photographed. After 2 days of frustrating phone calls and having to produce a stat dec he was eventually exonerated, but only after taking his bike to the local cop shop where a policeman compared an enhanced copy of the Multinova photo to Ed's bike, and agreed that although the plate was the same it was a different bike. It could have cost Ed \$200 and 4 demerit points. It's a mystery, maybe someone has made up a false plate. Two new bikes in our section. Pauls 1981 Laverda Jota 1000 and Lloyds 1935 W35/7 500cc twin port single.

April club run by John Northcott to Nullaki Peninsula, take own morning tea, lunch at Youngs Siding.

May, Geoff Osbornes run.

June club run to Norm Bunkers.

July club run to John Northcotts.

**Member profile.** Peter Ogborne rode his first machines, a BSA Bantam and a Lambretta Scooter when he was 17. At 21 he got a 125 James. His favourite bikes are the Sol Invictus. SWM Grand Milano and the newly acquired LE Velocette, all of which he currently owns. When he worked on Christmas Island some years ago the company had a fleet of LE Velos, when they were 2 years old the company used to dump them in the sea and provide new ones. Peter would be happy to own any Italian or British bike. The longest he has owned a bike is 2 years. Favourite bike ride, out to Nippers, the ride provides a bit of everything, round our mountain across two bridges and a good coffee at the end. Peter joined the club for the social events and good company. Thanks Peter. *(If you have any personal experience stories related to motorcycling please submit them to Roger, for the Chatter).*



A historic shot of Paul Armstrong

**IT'S ALL IN THE TIMING:** Picture this: The 20 year old mounted on his Kwaka 350, 2 stroke rocket, (Ahh - The Avenger!) with his young wife behind, hanging on for dear life as he fangs it for all it's worth up Lesmurdie Hill ( Welshpool Rd East ). This type of modern road makes him forget that his bikes got a rubber frame, steel tyres and brakes that don't. Looking to his right, at Crystal Brook Rd, gives him an idea for a fast descent on the twisty, older and narrower road; unfortunately, he doesn't register the concrete truck that's also descending that hill, slowly. So, racing to the top, he fatefully turns right over the creek and down the hill he flies, whipping the bike around the left

hander at the end of the short, descending straight – yessss!! Around the bend elation shatters into horror as he rapidly realizes he's closing way too fast on the concrete truck to stop; worse still, there's no escape route, as he's now looking at not one but two concrete trucks, closing on each other, each having put two wheels in the gravel, in order to edge past the other. Without a second's hesitation he rockets through the very last of the vanishing gap between them, as they prepare to pass, coming slowly to a halt at the bottom of the hill, where the reality of what nearly happened sinks in with shivering shock and their guardian angel finally catches up. He sometimes wonders what those two truck drivers thought, and maybe said to each other! Yes, a second or two later and it would have been all over for a newly married, young couple. But not that time! *Bernie Feb 2018*

## VMCCWA (ALBANY) FEBRUARY CLUB RUN – SUNDAY 11<sup>TH</sup>:

**ALBANY HIGHLIGHTS APPRECIATION RIDE:** In pleasant weather (high overcast and light breezes, 22 degrees) 12 bikes set off from the Old Gaol through the slower, winding roads of Robinson, along the road past the Regional Prison and climbed up to the windfarm for a break; Jim Robertson in the back up trailer following behind. The 20-minute stop gave all a chance to admire both the huge, manmade turbines and the natural vista of our Southern Ocean coastal views. Then it was down the twisties between the sand dunes, along the Harbour flats and up to the top of Mt. Melville at the “spark plug” lookout for an appreciation of our City and Harbour, below us, for another 20 minutes.

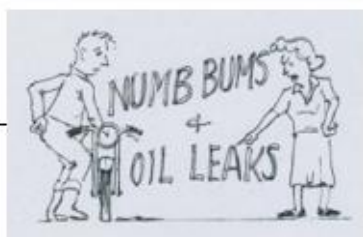


From there it was all downhill; around the Mt Melville bends, through the City streets and ending up at sea level at the Marina for a coffee break, socializing between ourselves and also the public. Now fortified by our coffees, the next climb was to the top of Mt. Clarence, at the war memorial, for a chance to take in yet more different views of our lovely Harbour and City on a 20-minute break. The final vista was down and across to Mt. Adelaide, the Forts and the Anzac Centre with beautiful views over King George Sound and Oyster Harbour. For lunch a number of us went back down to sea level and out to Emu Point for a feed of fish & chips! Thank you, Ian (and Shane) for organizing the ride and reminding us we're lucky to live in such a beautiful part of the world. Plus, our thanks to Jim for following us around with the trailer and it's nice to report that though there were many stops & starts he didn't collect a solitary passenger! So,

a good time was had by everyone who rode – and that's what we aim for!! *Bernie Feb 2018*

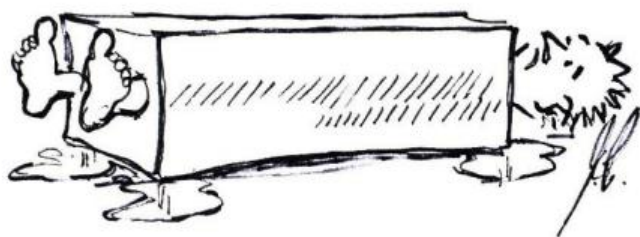
*The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.*

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au)  
Or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com) (Please note, if you change your contact details please notify the section secretary).



## NUMB BUMS & OIL LEAKS

by Adrian White (pics by Jim Clark)



Temperature at either end of the thermometer obviously plays a large part in motor cycling. I've been so hot in Perth WA with high ambient temperatures and the heat radiating up from black bitumen I've actually stopped and made sure the bike wasn't on fire, so hot were my legs, even through thick denim jeans. At the opposite end of the scale, I rode from Christchurch to Mount Somers, which is inland mid Canterbury, one frosty clear night. I'd gradually felt the cold seeping through me but on arrival at the farm where I worked I found my legs reluctant to straighten when I dismounted to open the gate. This condition contributed to the bike falling over and I had great difficulty in righting it. Still not feeling particularly cold, I undressed and showered. Oh the bliss of that warm water! Imagine my concern, however, when I turned the shower off! I'd adjusted the taps to what felt like a good warmth but the hot tap was actually turned off. I'd been showering in cold water. I realised then I might be seriously cold, and so piled all my clothes and blankets on the bed and got in and started to thaw. It hurts! It aches, you shiver uncontrollably and cry for what seems ages. Nothing you can do, just endure and hope it improves. I awoke next morning none the worse for wear.

Another cold trip occurred on the same journey one winter's afternoon. I'd delayed leaving for a day because the weather was truly foul, but, unable to delay any longer, I departed, in driving rain and very low temperatures. A hail storm livened things up further but the stones were small so I was able to continue. Reaching the town of Ashburton 50 miles on, I stopped for some hot food and drink, parked the bike and walked down the main street. I was puzzled by the looks of distaste given me by fellow pedestrians - I know motorcyclists, especially those in black leather jackets and flying boots were regarded with some suspicion by many sober and decent citizens, but even children, who usually offered sneaking admiration (because their parents didn't!) were looking somewhat aghast at me. I looked in a shop window and there reflected, was an awful sight! These were the days of the pudding basin helmet, leaving the face exposed though I did wear a silk scarf round my chin. The hail stones had caused dozens of pin-pricks on my face, they'd bled a little and on my damp face the blood had spread all over. It looked like it had been skinned! I'd felt no pain because my face was very cold and the injuries were minute. A quick wash and I rejoined the human race and kids thought guys like me were OK again!



## FEATURES

**1935 Royal Enfield Motor Carrier:** *Reproduced with permission from Beaded Wheels Magazine (NZ). Photos & test by Bevors Binnie.*

It's strange how things happen. I casually mention to Editor Kevin that if he wanted a Behind the Wheel article about an early motorcycle then I might be persuaded to write one some time in the future, although that would make it a Behind the Handlebar article I suppose. So here I am writing about Jens Christensen's 1935 Royal Enfield Motor carrier less than a month later. I have owned and/or ridden well over 100 Veteran, Vintage and Post Vintage motorcycles, including a couple of dozen single cylinder and v-twin Royal Enfields. All of these have been different to ride, but generally a pre WWII hike will fall into one of a few simple categories. These are the pre 1910 early primitive types, the later and more capable Veterans, the competent and more reliable Vintage and the post 1930 bikes which are similar to early post WWII bikes, but with girder forks. Add in British, American and continental differences and you have most early bikes covered. But the subject of this article is something else entirely and falls into none of these categories, even though the large and famous Royal Enfield motorcycle firm made it and used mostly motorcycle components.

### Royal Enfield History

But before we get to the vehicle itself here is a little history. The roots of Royal Enfield can be traced back to the 1840s and the manufacture of sewing needles by George Townsend and Company. By the 1860s they were also making precision light machine parts, and in the late 1880s had added bicycles to their range. In 1892 the business was taken over by Bob Walker Smith and Albert Eadie, who re-registered it as the Eadie Manufacturing Co Ltd. They soon received a contract to supply rifle parts to the Royal Small Arms Factory at Enfield so formed a new company called the Enfield Manufacturing Company and started marketing some bicycles under the Royal Enfield brand. Around this time they adopted a field gun as their trademark and the advertising slogan "Made Like a Gun". Despite this they apparently never made guns, just gun parts. The company had a couple of further name changes, but in 1898 it finally settled down as the Enfield Cycle Company, under which name it continued to trade for more than 70 years. In 1898 Enfield started producing quadricycles, and over the next few years made tricycles and motorcycles as well. In 1902 they added the Enfield car to their range. This part of the business was put into a separate company called the Enfield Autocar Company Limited in 1906. Unfortunately it suffered early losses and was sold to Alldays & Onions in 1908. In 1905 the motorcycle market was suffering from oversupply and the company made the decision to stop making motorcycles. In 1909 Enfield re-entered the motorcycle market and over the next few years they developed a range of v-twins with the smallest being some 300cc and the largest 770cc. A 2-stroke model was added just before WWI and single cylinder 4 stroke models were added in the mid 1920s, but the company still had a relatively small range of models until the late '20s. While most of the bikes were relatively conservative designs, Enfield did make some innovations, inventing the cush drive hub in 1912 in a form that is still used on many motorcycles today. They introduced one of the first dry sump engines on the 3hp 425cc machine, also in 1912. This had a glass oil tank behind the seat downtube - glass so that the sceptical owner could see the oil going round and round. Over the years Enfields were raced extensively with considerable success at the Isle of Man TT and at Brooklands, but their reputation was really for high quality, rugged and reliable machines and parts. Their two speed countershaft gear was used by a number of motorcycle manufacturers in the late teens and early 20s, while Brough Superior and Norton among others used their hubs and brakes. By the late 20s Enfield was doing what other manufacturers were doing and made a wide range of models in the hope of having "something for everyone". Hindsight suggests that doing this at the start of the Great Depression was not a winning formula, but RE managed to survive until many years later.

### The Arrival of the Motor Carrier

In 1935 while the Great Depression was still a major problem Enfield decided to make a Motor Carrier - the subject of this article. From the 1900s carrier bicycles had been made in England as a cheap means of delivering small loads of goods of all sorts. They carried goods in a basket, box or cage arranged somewhere on the bike, but generally over the front wheel or wheels. Many of us who are a bit older will remember these from our childhood, as they were popular with butchers and grocers. Most of these were two wheeled bicycles, but three wheelers with a box over a two-wheeled front end were used for heavier loads. It was a natural progression to fit a motor to a larger version of this, and these became known as Motor Carriers. Enfield's Motor Carrier has a substantial pressed steel channel chassis, with a single rear wheel and a two-wheeled front axle, which pivots in a single central king pin. A largish cargo box is attached to the axle by leaf springs and turns with the axle. A 225cc 2-stroke motor, as fitted to Enfield's Model A motorcycle, is used and drives through a 3-speed gearbox. The engine is enclosed under a cover and fins on the external flywheel provide cooling as the box at the front blocks any airflow from reaching the engine. Overall gearing is low, giving a claimed top speed of 25 mph and the whole outfit has a substantial look and feel. The clutch, back wheel and foot operated rear brake are larger than might be expected and appear to be the same as fitted to their larger motorcycles, probably in recognition of the total weight when the box is fully loaded. Both front wheels have brakes fitted and these must be carefully adjusted, as any imbalance will cause an unexpected sharp turn to be executed. There is also a handbrake lever to hold the outfit stationary when



being loaded or unloaded. A handlebar is fitted to the rear of the cargo box with throttle and clutch levers fitted to it. The whole box and front axle has to turn to steer the outfit. It has electric lights, with a battery, a coil and a generator that has the ignition points mounted on the end of it. The basic Motor Carrier cost £45 in England, and a range of different cargo boxes was available, with the smallest costing £2 and a special box designed to hold eight crates of 16 pint bottles of milk costing £10. Enfield claimed that it "could climb any main road hill with a full load" but I am not sure they realised just how much some people would load into the box. Enfield evidently had about 250 chassis made, but it is not clear how many machines were completed. Some chassis were evidently sold to the Dot Motorcycle Company, and an unknown number were scrapped. Only four are known to survive world wide, with the last of these having come to light in the last couple of years. Jens purchased his Motor Carrier from Auckland member Peter Alderdice in 2009, Peter having owned it since the early 1990s. It was originally despatched from the factory as a "chassis complete, less body" and sent to a UK export company called Scholefield-Goodman in Birmingham. It was imported new by Broadway Motors, Enfield dealers of Newmarket Auckland, who used it to pick up and deliver parts and spares. When Peter bought the Motor Carrier it was more or less complete but dismantled for restoration and missing a few parts, most of which were unique to the bike. Peter made contact with George Hughes who was an apprentice motorcycle mechanic at Broadway Motors in the early 1940s and who rode the beast at that time. Evidently it was nicknamed The Crab, perhaps a reference to its looks or maybe to its handling. Peter chased around the world to find out what he had bought and to find information about it. He very quickly found that it was a rare vehicle and that no one knew anything much about it. He re-assembled the machine and started restoration, including building a new box, but it still needed complete restoration when Jens bought it. Phillip Jeeves restored it for him, rebuilding where needed and making missing parts when originals couldn't be found. Its oddball looks along with its excellent paint and plating means it is a delight to look at. Initially a correct original carb was elusive and the motor did not run all that well on the substitute fitted and it would not pull top gear. A visit by Jens to Modak in Elizabeth Street in Melbourne produced the correct carb, with the owner commenting that he "had always wondered what that was off". With this fitted the motor runs sweetly and it will now pull top gear.



#### Road Test

I approached this by discarding all thoughts of riding a conventional motorcycle, but I did think it might be a little like riding a sidecar outfit. Only it didn't turn out to be like that either. It really was a unique experience. As the outfit is not currently registered the test ride was done at the Canterbury Branch grounds at McLeans Island, which has the dual advantages of being flat and devoid of other traffic. The motor starts on the second or third prod of the kick-start and you can climb on board from either side. The handlebar feels strange as it is attached to the box at each end and is curved towards the rider, which means that you have to swing the bars from side to side rather than turning them. It also means that instead of your hands falling naturally onto handgrips you have to choose a spot on the bar to grab and your hands are unnaturally twisted inwards. My aging arthritic thumbs were feeling the strain after only a short ride. Both feet fit into leg-shields, which would give some protection in wet weather. The foot brake pedal is at the front of the right one. Pull the clutch lever in, select first gear, engage the clutch and off we go. The gearing is so low that no extra throttle was needed to get underway on the flat ground and I was able to take my time to get used to riding it. My first priority was to try the steering and I was surprised to find how light and precise it was. I have to admit to being apprehensive as the first time I set eyes on the beastie some 12 months ago was when Jens had tipped it on its side at low speed because of some over enthusiastic cornering. This was in front of a few enthusiasts gathered at the Social Corner at McLeans Island so he got a hearty round of applause, cheering and ribald comment. I was not eager to repeat the feat in front of Jens! If you saw the episode of Top Gear where Jeremy Clarkson drove a 3-wheeled Reliant and repeatedly fell over then you have the

idea. With the steering under control I opened the throttle and then changed into second gear, heading along the driveway towards the gate to get a feel for the beast at speed. With the low gearing acceleration was brisk with the uneven bits of the driveway occasionally causing some bump steering. The sprung saddle absorbed the bumps for the rider and it felt as though it would be comfortable on a longer ride. A slow, wide turn at the gate to avoid overturning and I head back into the grounds, this time getting adventurous and engaging top gear. I got up to an estimated (there is no speedo fitted) 20 mph and it was still stable, but Phillip has ridden it a little faster and reports that it develops a bit of a weave which limits how fast you would be prepared to go. A steering damper will probably need to be fitted before any attempt is made to rally it. I really enjoyed my short ride, but I am not sure if I would like to go any great distance on it. Its low top speed would be problematical on today's busy roads, and raising the gearing to give a higher top speed would probably cause steering issues to become a major worry. But it truly is a rare and unusual vehicle that arouses public interest wherever it is seen. Note: The only other known motoring example is owned by the English Royal Enfield dealers, and suppliers of spares for classic Enfields, Hitchcocks Motorcycles in Solihull UK. You can watch a youtube video of their one in action at [youtube.com/watch?v=aWbuynlKddO](https://www.youtube.com/watch?v=aWbuynlKddO) or search for "youtube enfield motor carrier". Notice the wobble as the rider takes one hand off the handlebar to indicate a left turn.



## CLASSIFIEDS

**All ads will run for maximum of 3months.** Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@inet.net.au](mailto:benner@inet.net.au)

### FOR SALE:

#### New Ads

**BSA A10:** Plunger Frame 1950: No rego. New horn, newly rewired, new battery, new handlebars & mirror, rebuilt teles, new mufflers, new front wheel and tyre. Runs well \$9,000 Jeff 0456057239

#### Ads Pending (1 more month)

**CLOSING DOWN SALE:** the time has come to sell up. Colin Tie is selling his collection of motorcycle parts and general engineering machinery and tools, including lathes, sand blasters, parts cleaners, 4 post hoist etc. Too much to list. The Mundaring Unit will also go onto the market. Please contact Colin Ph 92956875 or Hm 92951601

**FOR SALE:** Rigid MAC Velocette rear stand - \$200 – Alan Annear Ph. 94010865

**FOR SALE:** 1942 Harley Davidson bare engine \$3000 ono, 1 x 1942 HD side stand, 2 Manual Oiler glasses \$40 each, WLA Harley Davidson spares – 1 New Clutch Hub outer - \$150, 1 2<sup>nd</sup> hand front wheel & brake \$200, 1 set new foot board rubber \$70, 1 new rear wheel bearing \$40, 2 new big end bearings \$200, 1 new kick starter return spring \$65, 1 new set of handle bar grips \$30, 1 new plastic carbide float \$50 & 1 x 2<sup>nd</sup> hand std engine sprocket \$35 – Jeff 0456057239

**FOR SALE:** Personalised number plate to suit a 1975 Honda Gold Wing. \$450 Steve Foster 0411372161 [bluestream@ozemail.com.au](mailto:bluestream@ozemail.com.au)

**FOR SALE: 1979 YAMAHA XS 650 SPECIAL,** Club Licence, New Tyres & front, Brake Cylinder & pads fitted, Electric start (that works), Fairing & luggage Rack, Good Condition \$6,400 John 0404597082.

**FOR SALE BSA A7 PARTS** – too many to list here, details online at [vmccwa.com/classifieds](http://vmccwa.com/classifieds) – Contact Terry Germain, Busselton 97554613 or 0448313171

**SWAP: BSA, 1949 , 50 A7** long stroke engine with gearbox all in very good condition, engine has no internals for early auto cycle or Quickly. Ph Bruce 93784161

#### Ads Expiring (last month)

**1954 SWINGARM ARIEL 500CC,** club registered \$7000. contact Terry on 0427364977

**FOR SALE - 1969 750CC TRIDENT T150T.** Good condition unfinished project \$7000 contact number 0410839705 Lance

**FOR SALE:** Original pair of Silencers for Triumph T140 in excellent condition \$150, Original R/H Silencer for Suzuki X6 250 fair condition, some light rust, no dents. \$50, Mikuni Carbs 1A6 for Yamaha RD400 in excellent condition \$140, Crank Casings for Yamaha RD200DX \$60, Cylinder Barrels for Yamaha RD200DX \$100 - ph: 0406099550 evening's please Simon #803

**FOR SALE: BMW R75/5 1970,** new battery new tyres. 404 12 MTHS.. Electric start. older restoration. Would consider exchange pre31 bike on road. Will be at VMCCWA swap meet March if not sold before. \$8500 Jim 0418200992 Albany

### WANTED:

#### Ads Pending (1 more month)

**WANTED:** 16"x3" Harley Davidson Rims for Panhead Shovelhead Flathead WLA etc. Preferably chrome in good condition

**P&M PANTHER MODEL 70/75:** frame or any parts for the pre 50's model 350's – Nic Montagu 0427171702

#### Ads Expiring (last month)

**WANTED TO BUY** - Triumph 3SE front hub and brake backing plate: Restoring a 1940 Triumph 3SE and need a front hub and backing plate. Brian 0401 990 076

**1950 ARIEL NH350 PARTS WANTED:** clutch ,engine and gearbox parts needed. Gordon Cecil #1059 Ph 93594133 or 0475962952

**CENTRESTAND WANTED:** To fit 1964/68 Bonneville and Tiger - Mick Hancock 0418 333 392

### SERVICES:

#### Ads Expiring (last month)

**SPOKE WHEEL SERVICES:** DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, Brian Morgan

**PETER SCOTT MOTORCYCLES** - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on



labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: qualmag@optusnet.com.au

**ABRASIVE BLAST CLEANING:** (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

**WELDING REPAIRS:** Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

**VINTAGE STEEL-MUDGUARDS AND FENDERS** -Vintage motorcycle mudguards made to order, [www.vintagesteel.com.au](http://www.vintagesteel.com.au). Made to original spec or custom rolled. AJS to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au) or Andrew

Repton 0409 371001  
[andrew@vintagesteel.com.au](mailto:andrew@vintagesteel.com.au)

**OLD SCHOOL MOTORCYCLE SERVICES & REPAIR:** Same day servicing, restoration work, porting of cylinder heads, suspension work, special engine rebuilds, winter projects, pick up and delivery in the Perth Metro Area (small fee applies). John Whittington - Unit 4/3 Marchant Way, Morley WA 6062 Ph: 0411636371 [johnosmr@gmail.com](mailto:johnosmr@gmail.com)

**CUSTOM BIKE ELECTRICS RESTORATIONS:** Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willetton 6155

**MURRAY CANN ELECTRONIC SERVICES:** Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@iinet.net.au](mailto:murray.cann@iinet.net.au)

**ALUMINUM POLISHING** - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

**BSA GOLD STAR**, B31/33 gaskets &parts: Sets & single gaskets, 190 mm brake plates

(bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807

**MOULDS** to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

**M**EN ARE such drama queens when it comes to their health. They never catch a cold, it always has to be "the flu". My husband recently caught a cold, but he said it was flu and insisted I call our GP. The doctor came round and immediately admitted him to hospital, where he spent 2 weeks in intensive care in a medically-induced coma. I ask you, all for a case of the sniffles. Any woman would have just gotten on with it.

**Edna Detestment, Falkirk**

**Member Mugshots:** **Richard Argus** – Richard is a Kalgoorlie boy (or more correctly Ora Banda) who flits frequently between the Goldfields and Perth with his business interests. Richard has a brace of machines and one of his favourites is this BSA Super Rocket. I am reliably told the last time his wife went on a bike with him was on the back of the RD Yamaha when Richard was a mere spindly youth (see below), the resulting wheelstand leaving her less than enthralled.



**USEFUL CHART FOR THE NEXT TIME YOU ARE IN THE SHED OR POKING AROUND UNDER A BIKE COVER...**



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**Roaring Twenties Pre 31 Ride**  
**Entry Form Saturday 7th APRIL and Sunday 8th APRIL 2018**

Entry fee \$25.00 (Please add \$10 extra if partner or passenger stays for the BBQ). Make cheques/money order payable to "Pre 31 section VMCC of WA" or direct transfer ANZ BSB 016 -499 account 4819-77532 , and ensure you "ADD YOUR NAME". Post to Ken Vincent, 33 Spring Road Kalamunda 6076. Entries close on the 30th MARCH 2018

RIDER / PASSENGER: NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_ AREA CODE \_\_\_\_\_

CONTACT PH No \_\_\_\_\_ MOBILE \_\_\_\_\_ E'MAIL \_\_\_\_\_

CLUB AND MEMBERSHIP NUMBER \_\_\_\_\_ MACHINE No \_\_\_\_\_

MAKE OF MACHINE \_\_\_\_\_ YEAR \_\_\_\_\_ HP/CC \_\_\_\_\_

SOLO OR SIDECAR \_\_\_\_\_ REGO NUMBER \_\_\_\_\_

**Condition of entry:** Machines must be PRE 1931

**Declaration and Indemnity:** I hereby agree to abide by the regulations and constitution of the VMCC of WA (inc) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the vintage M.C.C. of WA (inc), the promoters and organisers and all other club members, their respective officials, servants, agents and representatives against all act claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed, and I hold the appropriate driver's license.

APPLICANTS SIGNATURE .....Date.....

PASSENGERS SIGNATURE .....Date.....

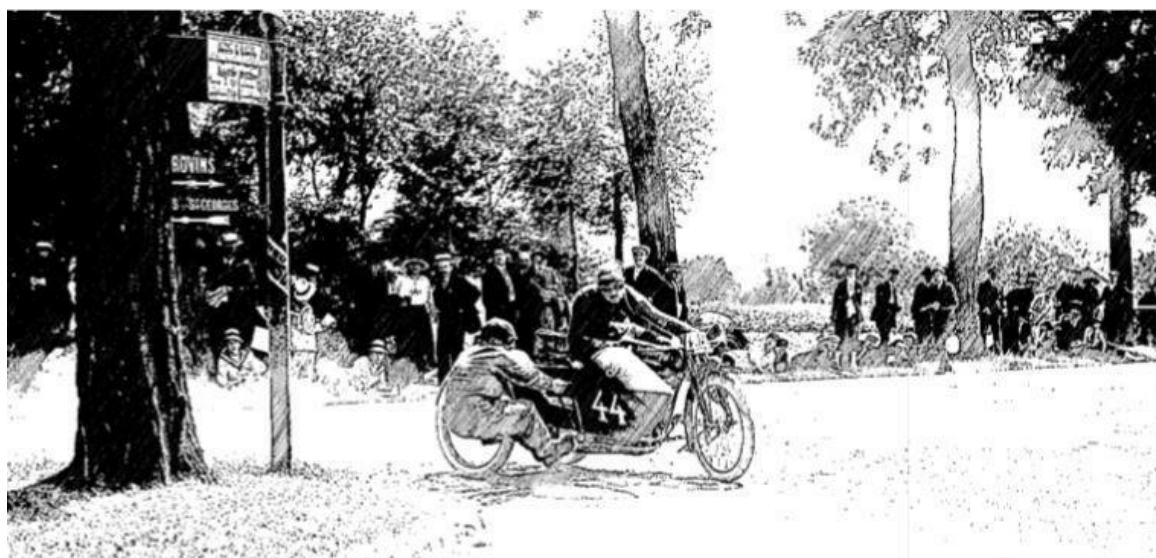
Cut and keep information below:

.....

Start time is at **10.AM** from outside Boyanup Transport Museum, Turner Street, Boyanup. Secure parking is available overnight in the museum grounds open from 8am.

Accommodation: Nannup Hotel 9756 1080, Nannup Caravan Park 9756 1211. Fee includes overnight parking and Sunday BBQ

Any queries please contact Ken on 9293 2093







The Dynasphere was an electrically-driven wheel invented by Mr. J. A. Purves, and his son of Taunton, Somerset, UK. The monocyclus had 2.5 horse power and attained a speed of 25 mph in 1932. The vehicle was inspired by a sketch made by Leonardo da Vinci. In order to drive a vehicle of this type it is helpful to have a mad scientist haircut.

#### AN EPIC RIDE as told to CHARLES LAWSON

I was talking to Ted Scott in Albany when he told me this bit of W.A. motorcycling history:

"George Best! He's a tough old bugger. In 1938 he hung a water bag on his handle bars – shoved a loaf of bread down his overcoat, then rode his Ariel (1934 TT Winner on the North Beach Circuit) over to Nurioopta in South Australia. We had gone on by boat taking George's 1935 Manx Norton with us. From memory George had to finish taking his crop off. George arrived just as practice was about to start. His face was burnt black from his ride across the Nullarbor. He 'tickled' the carb on the Manx, gave it a bump start and away he went. In the race all fell at some stage or blew up – George ran 4<sup>th</sup>".

Two months later on the "Best Farm" at Koorda I was talking to George –

"Ted Scott tells me you rode your Ariel to S.A. to the Australian Championships?" George replied "That's right. I still had over 1000 acres of crop to take off, so I sent my bike with them on the boat. The minute the last ton of wheat was off I got going. I did take a water bag (a disaster!). Reg Gurney at Balladonia sold me a six-pint billycan which I hung around my neck on a strap. The bitumen cut out at Merredin and the gravel was rough to terrible. I had three punctures and a couple of 'get offs'. One 'get off' bent the footrest into the clutch. So, I made a primitive forge using snake wood, a tube spanner and a syphon hose to get enough heat to bend it straight. I averaged about 500 miles (800km) a day. Coming home was quicker - I made up over half a day. The old Ariel never missed a beat. Allan Tomlinson won the Aust. Car TT for W.A. in an O.H.C. MG, it was timed at 90 mph., Clem Dwyer was his mechanic".

NOTE - All this took place over 80 years ago. At that time George on his farm had a 500cc long stroke Manx, a 350cc short stroke Manx, a Mark 7 KTT Velocette and a Cooper 1000cc Jap alloy race car. The round trip was a long 300 miles.



Owen Page and Mike Davies captured at the March General Meeting









# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE **MAY 2018**





# CONTACTS

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**Club Patron:** Rex Edmondson

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## MANAGEMENT COMMITTEE

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**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner 94934272 ([philskinner741@bigpond.com](mailto:philskinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
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**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Murray Barnard – Roleystone – 0434215665

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946

[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

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**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website [www.vmccwa.com](http://www.vmccwa.com) : Facebook: [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa) (to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for all members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility.

**Cover pic:** 2018 Swap Meet Display by Murray Barnard

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia/Property:** Martin Rankin – 0468468271

**Significant Events Organiser/Swap Meet:** Greg Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineer:** Owen Page

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Pegini

**Unit Caretaker:** Andrew Hobday – 0411358428

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**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

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**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009 787 ([ian.curtis@vmccwa.com](mailto:ian.curtis@vmccwa.com))

**Treasurer:** Chris Davis – [chris.davis1@inet.net.au](mailto:chris.davis1@inet.net.au) (fees payable to BSB 126547 Acc 22110619)

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

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**Albany Section Chair:** Paul Armstrong – 0417051378  
([patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au))

**Albany Section Secretary:** Roger Bittner – 98446524  
([rokebit@gmail.com](mailto:rokebit@gmail.com))

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844 4081 ([billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

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## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

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**EVENT BACKUP:** John Mills 0421738853 (when available)

**WATTLE GROVE CLUBROOMS CARETAKER:** call if access to Clubrooms is required for your event Ph. 94532728

**PARTS STORE:** Open Weds 9am -12 Noon & monthly meeting nights from 7pm

**BANK TRANSFERS** to – B.O.Q. BSB – 126547 Acc – 21998733





## PRESIDENT'S REPORT

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Our Swap Meet was a great success, with final figures still to become available. Greg and his team should be proud of the results of their hard work, thank you all. Thanks also to all who brought bikes in to show. This was one of the best spreads of makes, models and ages we've seen for a long time. Please remember our sponsors whenever you're shopping for product they sell. To our army of volunteers, well done! You're all vital cogs in the event and it's not usual to pick anyone out because we're equally grateful to all of you but I will mention Flo Barnet for reasons I hope you'll understand. Flo and her merry band epitomise volunteering. They do so, in their own words "because we love it, can't wait for next year"! They're pleased to be doing something helpful and useful. They enjoy the camaraderie of the Club and especially that of their tight knit group. There's a special satisfaction in being part of a successful and

harmonious team. Potential volunteers please note. If you've considered helping out on events but haven't quite got around to it, try being involved in whatever Club activity best suits your talents. It really can be very rewarding. The first step is probably the hardest but come in, get involved and chances are you'll enjoy it, maybe even wondering what took you so long. Our Club has a long and proud history of such work; we haven't always had money in the bank and some of the major projects completed by our own members would surprise many.

I've always believed it's good for successful clubs to give back a bit to those less fortunate. Certainly, we've had the occasional display at old folk's homes and the Christmas Cheer Bin has been a good thing especially when we moved into kid's bikes two years ago. A very few of our hundreds of members gave the very grateful

Salvos forty bikes last November, something to be proud of. We understand however, that families get into strife every day of the year and what single mother on welfare wouldn't like to give her kid a bike for their birthday, whenever it falls. I can get plenty of bikes from Bikes for Africa, they only want adult machines and send four hundred at a time to impoverished nations for basic transport. What we do need is members willing to service and clean up bikes, it's not hard, kids don't wear them out but outgrow them. John O'Brien and Rob Rowe did about ten bikes each last year and would like to see this become a year round activity. Contact John 9249 8574 if you'd like to support this very worthy project.

*Adrian White*





## VITA BREVIS

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Much appreciation to everyone who came to the Maddington Unit in March and helped with a mighty cleanup. Great job guys and good to see the place coming together.

Sorry to hear Derek Gobby broke his wrist and scratched his newly restored bike on the IHC 2 Day when he hit an errant dog. You can't credit bad luck. Hope you heal quick Derek.

The swap meet has come and gone, and it was great to see a good turnout for the club display with a broad mix of interesting machines on display. Maybe next year we could even put them in some of era sequence to show the development of motorcycles. There was also keen interest when some of the old bikes were started up later in the day, so I think this should be encouraged more and the opportunity taken in future to actually have them ridden if at all possible. All up a good event and a credit to the work the volunteers put in to make it work.

The Gypsy Tour is on again later in 2018 in cooperation with the Albany Section. Last year's run to the Stirling Ranges was a great success with a happy band of campers and a great BBQ and catch up with the Albany Section. More details are in this edition of the Chatter and it is hoped the retiming of the event will suit more members. Remember wives and family are welcome. I hope this

event will be a regular annual event and owned as much by the Albany Section as the Metro wallahs.

Lake Perkollili is 35 miles out of Kalgoorlie near Kanowna. In the 20s and 30s Lake Perkollili was WA's premier racetrack and events there attracted large crowds from the nearby goldfields. Several years ago the 100<sup>th</sup> year re-enactment was carried out at the Lake; but, heavy rain turned the claypan into a quagmire. A return to the Lake is now being planned for late next year. The event will cater for early machines. Details are still being sorted out and Nic Montagu is the event organiser. This should be a great event in an outstanding location.

A New Zealand tour is being planned for early 2019. Early days yet, but expressions of interest can be submitted to either Adrian White or Jim Douglas.

Too much information or too little information, that is the question? Last year the committee agreed to provide a precis of committee action for publication in the Chatter. Members then asked for full records of the minutes to be published which is what now happens. Some members have suggested the minutes are too strong at times. Well, the committee has a responsibility to deliver to all members and at times conversation around issues can be

robust. It has to be. The club is an incorporated body and the Directors of the club i.e. the President, Vice President, Secretary and Treasurer have specific responsibilities under the Act and can be personally sued and held liable if due diligence is not applied. Ordinary Committee members can also be held liable and particularly if they exceed the authority granted by the Committee. These can be serious matters and robust debate can't always be avoided just because it offends sensibilities. The committee however understands that the minutes don't always capture the lengthy history of a matter of concern and thus there is a risk that the minutes can be read out of context. They generally only capture the essence of a debate and the action required. It may well be better to exercise more discretion in what is published by the committee to avoid personalities and judgements. This is not to say serious misbehaviour will be tolerated, however, it may best not be so blatantly stated. The problem then is the committee can then be charged with sweeping matters under the carpet. Again, too much or too little information? It's your call!

Finally, remember this is all about loving, sharing and enjoying riding fine machinery. Long may we do so.

*Murray Barnard*














# ROUNDUP OF COMING CLUB EVENTS

Compiled by Murray Barnard

May 2018

Always check this calendar online, via phone, PC or tablet - <http://vmccwa.com/wp/events/list/> for updates – no login required

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
30	1	2	3	4	5	6
		Parts Store: 9am-12pm  Monthly Meeting – Wattle Grove – 8pm  	Albany Section Monthly Meeting  			6 May 2018 – Cafe Hop  
7	8	9	10	11	12	13
		Parts Store: 9am-12pm  Mng't C'tee meeting – 8pm  			Chatter Cut-off – 5pm  	
14	15	16	17	18	19	20
		Parts Store: 9am-12pm     				20 May 2018 – Bygone Restorations  
21	22	23	24	25	26	27
Post 70 Section Monthly Meeting  		Parts Store: 9am-12pm  Pre-31 Section Monthly Meeting  				Arthur Grady – 27 May 2018  

## BUSSELTON 2 DAY – 28/29 APRIL:

Entries will be accepted up until the day before the Busselton 2 day. Late entries will need to ring Barry or Greg directly if the form cannot be delivered in time. (Entry Form on mailing slip enclosed with print Chatter) Entry Fee: \$20.00.

Machines must be club eligible with a current Licence and Roadworthy Certificate. Accommodation to be privately booked in Busselton for Saturday night. **Note:** Help needed - if you can help with this event please let Barry O'Byrne (0418936254) or Greg Macham know asap.

**CAFÉ HOP - 6 MAY 2018:** Open to all members and club eligible bikes, but no backup trailer is envisaged. If you would like to provide the backup, please contact the ride organiser. Our annual event to get your caffeine fix. We start at Hillarys Marina, at the Western end of the North Mole.

From there the ride takes us North hugging the coast for a few Km's until we hit Marmion Ave where we again go North turning off for our next stop at Yanchep beach Cafe. More Coffee. We then head inland a bit & pick up Old Yanchep road this time heading (roughly) South. We skirt the Barbagallo racetrack & come out at Banksia Grove where we head towards Wanneroo Rd. Just over the traffic lights the ride finishes at leapfrogs Cafe (in the Drovers Market complex). Ride is approx. 75km. Nic Montagu has kindly volunteered to lead this ride. Event sponsored by Post70s Section.

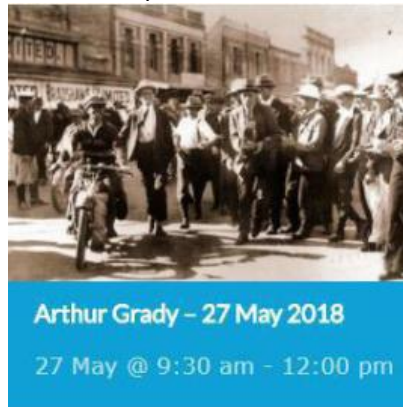


**BYGONE RESTORATIONS – 20 MAY:** Meet and 9.30 at Caltex Toodyay Rd Stratton for 10am departure. Leisurely ride up to Toodyay taking in O'Brien Rd to Bruce's place. Bruce will show us around his collection of Vehicles that he is restoring including cars and motorcycles. Bruce has a number of Panthers, one of which he recently rode to Sydney to support Men's health charities. He is also one of a few people globally that can produce traditional braided wiring harnesses for cars and motorcycles. *Greg Macham*



**ARTHUR GRADY – 27 MAY 2018:** Maritime Museum Fremantle. Put this date in your diary. The Arthur Grady day is to commemorate the

great achievement of a Fremantle bicycle maker who become the first person to ride a motorcycle around Australia. Vintage motorcyclists have in the past gathered at Kings Square, Fremantle to celebrate this achievement as part of the Fremantle Heritage Festival. Unfortunately, the square in the centre of Fremantle remains unavailable but the Arthur Grady celebrations will still happen this year at the Maritime Museum, Victoria Quay, Fremantle.



We are expecting the Arthur Grady replica bike to be on display and would like as many members as possible to bring a bike to the display. The older, pre-31 bikes will take pride of place, just outside the entrance to the museum and the less old bikes on the long platform just in front of the museum. There will be limited trailer parking for the older bikes but book with Jim before the event. He should be able to find you a space.

There will be a charity sausage sizzle organised by the old cars and hot-rods who will be in the car park in front of the museum. Other motorcycle clubs with 25+ year old bikes have also been invited. There are plenty of facilities for coffee/tea, food etc in the area. There are the E Markets and B sheds and the Maritime Museum has a small café. Bikes will be on display from 10:00 until 12:30 but would ask that members try to be at the event before 09:00. We will try and have a ride around the shed area as part of the celebrations at the end of the event. The public are fascinated when they see old bikes being ridden not just on static display. So, if possible we should give them something to remember and photograph. Please bring cardboard to absorb oil if your old bike is not oil tight. See you there. Jim 9401 6763

**3 JUNE 2018 – PRE31 FOUNDATION RIDE** – Motor Museum of WA - Whiteman Park, 99A Lord Street (Entry also from Beechboro Road), Whiteman WA 6068. Riders Assemble from 08:00hrs. Ride Departs 09:30hrs

The event celebrates the foundation of the pre '31 section of the VMCCWA. While the event is primarily for pre '31 bikes, with a focus on those fine machines. It does not exclude members with newer machines, but we ask that you ride your oldest bike. We would love to see a big turnout for this venerable event, so if you have an old bike but have some logistical problems getting yourself and bike to the event please let me know and we may be able to assist with getting you and your bike to Whitman Park. You just need to let me know so I can arrange a pick up for you.



The Route will be the same as in previous years, so a nice relaxing ride for older bikes. We will also be providing catering with some fine award-winning snags as well as tea coffee and other light refreshments and nibbles. The motor museum will also be offering half price admission to the museum for all VMCCWA members and guests (\$5 instead of \$10). For further information or to arrange for your bike to be picked up please get in contact with me. (more notice the better). Two back up vehicles will be provided.

**Note:** *There is no organiser at the moment so details subject to change.*

**OLD HOTEL RUN – 16/17 JUNE 2018:** (Restricted event – pre 1949 machines only). This run is organized by the pre 31 section and is aimed to encourage any VMCC club member, who owns a pre 1949 bike, to join us on a visit to some of WA's old, known and lost hotels.





### Old Hotel Run – 16 & 17 June 2018

16 June @ 9:00 am – 1:00 pm

Our first run will be to the Greenhills Inn just east of York for lunch, we then ride on down to York and visit the motor museum and look out for those who have not had the time before. Then on to Beverley where we stay over night either at the Beverley or Freemason Hotels. You will need to book a room in advance. After a hearty country breakfast, we wend our way back to the VMCCWA

grounds. The start and finish will be from our club grounds at Hale Rd where you can leave ute's or trailers overnight. Note, on day one, we will ride on about 4km of good unsealed road, just a small taste of roads in the old days. Only pre 1949 bikes will be accepted on the run. Start time will be 10.00am Saturday 16<sup>th</sup> June. More information closer to the date. *Ken Vincent*



## NEWS

Compiled by Murray Barnard

**GYPSY TOUR 9-12 Nov 2018:** I am pleased to advise that the Gypsy Tour will be on again for 2018 and this year it will be held a bit earlier to avoid the Christmas Rush and December heat. The base for the tour will be Denmark and we will coordinate with the Albany Section to have a joint activity and BBQ on the Sunday.

Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour.

The 2018 Gypsy Tour will probably include a ride up Mt Shadforth across to William Bay, Elephant Rocks, Green Pool and the chance to visit the Chocolate Factory and wineries on the way.



As well a run to Albany is planned on the Sunday, meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms.

Accommodation for this Tour can be booked at Denmark, possibly the Riverside Caravan park or elsewhere if you like. Depart Friday and return Monday if work permits, come for a day or the whole weekend. Make your own way down or

join me for the run down via Mt Barker pie shop. 9-12 November. Bring your better half and book a chalet! More details to follow. Murray Barnard 0434215665

**ALBANY HILLCLIMB:** The Albany V&CMCC has advised that it is 90% likely that their Annual Hillclimb will be held this year on a new circuit. The likely date is the first weekend in November. Many hurdles still to be resolved however such as Council approval, Police agreement, finance and insurance. The Saturday display and Poker Run will be on again but only if the event goes ahead. Stay tuned.

**CONSULTATION ON SECTIONS:** A meeting was held recently with Section reps to review current club arrangements for sections. It was agreed that we don't want "clubs within the club" however it was recognised that Sections provide a focus for particular era machines and the opportunity for advice and shared interests. No significant issues were identified and it was agreed that current opportunities for logging impromptu runs were working and sufficient for Section activities.

**CLASSIC SECTION IMPROMPTU RUN:** Classic Section Ride and Meeting Saturday 12 May 2018. It is intended to arrange a short ride, followed by a brief meeting, a bar-b-q and a view of a member's motorcycles. Details of the event will be emailed to Classic section members. Please note that this will not be an official ride and those attending will need to log your intentions with the secretary as an IMPROMPTU ride and to confirm your attendance. Jim #9401 6763

**MARSHALL ROOM RENOVATION:** Quotes are being sought for the refit of the Marshall Room. The work proposed will achieve the co-location of the Technical Library with the main Library, a sitting/social area and an extension for the parts store.



# FROM THE SADDLE

By Jim Douglas

## NEW MEMBER APPLICATIONS:

George Loverock, Shawn Mullally, Walter Cattelino, Colin Ellis, Bill Jelfs and Anthony O'Halloran

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

**PRECIS MINUTES OF THE VMCC of WA MANAGEMENT COMMITTEE MEETING:** Held in Maddington unit March 2018 – Wednesday 14th at 7.30 pm.

1. Outstanding Actions Completed
  - a. GE - to look for a suitable financial software package for the club.
  - b. GE - to write an email to the organiser of a recent Section event to advise that the Club does not pay backup fees for impromptu rides, or any ride which is not officially approved and open to all members.
  - c. GM/CD- to jointly limit risk to the Club from the unauthorised promotion of York Hill climb as a Club event. Specifically, the committee wished to know who had been approached and had they now been advised that it was a non-Club event. Confirmation was required before the next committee meeting. GM advised all the clubs had been notified plus the York Council and MWA. However, as it is known that York Council and several clubs/MWA still thought it was in partnership with VMCCWA, it was agreed for the club to formally send out a letter to both York Council and MWA to notify that we are not involved in nor invited to be part of the Hill Climb.
2. New Members  
Robert Howard, Justin Carr, Timothy Eggleton, Christopher Bell, Harold Dewar.  
All approved subject to no adverse comments after publication in the Chatter.
3. Finance
  - a. Process for New Membership and renewals. It was agreed that clarification was needed to assist the Membership Sec on the process of the how and when memberships would be ratified.
  - b. Budget for Ken Marshall room revamp. The first quote has now been received for the work which was at first thought to be high. However, decision on what budget to provide will be delayed until we have at least two more serious quotes. Ideally, we would like at least three quotes.
- c. Purchase of printer/scanner for committee room. It was agreed that a printer/scanner would be purchased.
4. Club Officers Insurance  
A review of our insurance policies revealed that we do have Officer liability insurance as part of our Sports Cover policy for Clubs. The insurance covers committee members and office holders of the club. To be covered, a club official/officer must be acting within their scope of the duties, authorised and applying due diligence. Wrongful action is not covered and leaves the club and the member exposed to litigation. Wrongful action means any breach of duty, breach of trust, neglect, error, omission, misstatement, misleading statement, or other act committed or attempted by any Office Bearer/official acting outside the scope of their duties.
5. History of Club room building  
JD provided a briefing on the history of the club lease and the building we own at the VCC club premises. The answer to the vexing question of why we ended up with a much smaller portion of the total parts building was made clear. It was down to the negotiation at the time and the fact that our part of the building had a higher specification. It was also clear that the corner portion of the building which houses the pit is known as "common use" for all three clubs which share the site. The head lease from the shire of Kalamunda is now held by VCC.
6. AGM Planning  
It was agreed that the AGM would be held in November this year as in the previous year. This is to allow for adequate planning for communication with members. Further plans and decisions would be advised closer to the event.
7. Authority of Committee Members to disseminate information discussed at Committee.  
The Model Rules/Act do not allow committee members to brief anyone on any aspect of Committee meetings unless authorised. This is because conversation and opinions expressed in the committee must be kept in camera if robust discussion is to take place. The views of individual members expressed in the meeting must be kept private. Decisions made in committee are owned by all members of committee. The only Committee member currently authorised to release information is the Secretary who provides the briefing to members in the Chatter. It was agreed that AW as the President/Chairman should also be authorised to speak about committee matters when briefing the



members at monthly and general meetings. There are no authorised Section Committee Rep roles in the Club.

8. Event changes and new events
  - a. Dam early ride – Chas Bayley. Following a request to change the date the 4<sup>th</sup> Nov is now agreed.
  - b. Targa West; Art Woldan has asked to put this event on the calendar for the 12 August which was agreed. This event will have no backup, just a show and shine. More details from Art for the Chatter at the appropriate time. This will mean the Meet and Greet event, organised by the President will need to move to 5<sup>th</sup> August.
  - c. Albany Hill Climb: we have been informed that this invitation event *may not* happen this year. Decision pending from Albany Council. MB following up with V&CC
  - d. Gypsy Tour; week-end Nov 9/10. Gypsy tour will include time with the Albany section again this year. MB discussing.
  - e. Police Academy Visit : AW has arranged a visit to the academy in Joondalup on the 15<sup>th</sup> August (midweek). There is the possibility of a ride after the event. Agreed.
  - f. Bygone Restorations GM will organise for the 20<sup>th</sup> May. This will be a ride with backup.
  - g. Arthur Grady display. We have received late information on this event and Alex Marshall is no longer available to organise for the club. JD will pick up the reins and talk to organiser to see if we can participate on the 27<sup>th</sup> May. Event agreed in principle. This is a longstanding Club event and members do like this event.
  - h. New Zealand Rally (AW/JD) plans are in train to put together a rally to NZ in February 2019. AW will announce at the next monthly meeting and expressions of interest will be included in a future chatter. The committee agreed in principle to the concept of the rally.
9. Swap Meet – Final Thoughts

Flo (Eric Gibbons) will be running the canteen as in the previous year. All the rest of the plans are complete. Some questions over whether sponsorship money had arrived.

It was agreed that some of the old Bikes in the Spare Store, which had been there for some years could be taken to swap meet for sale. This is a deviation from policy as Spares are normally only sold to members. However, in this case it was thought to be a good move to clear the store of no longer required bikes.

It was suggested that a ride by members around the swap meet area would be attractive to the public. It was not thought possible this year due to time constraints but will be considered next year. Agreed at times, some old bikes maybe taken outside and started up.
10. Help Required on Club nights to sell raffle tickets. AW agreed to tap someone on the shoulder for this important function.

## MINUTES OF THE VMCCWA MONTHLY MEETING 4TH APRIL 2018 - HELD AT WATTLE GROVE COMMENCING AT 8.00PM

President: Adrian White, Treasurer: Greg Eastwood, Secretary: Jim Douglas

**Members attending:** 71 members attended the meeting with 2 visitors **Apologies:** Mary Green, Murray Barnard

**Microphone Usher:** Colin Brazil was nominated after a lucky escape when a kangaroo leapt over him and bike in a recent ride through the Chattering valley. However, Colin was not at the meeting so Barry O'Byrne kindly volunteered to be the Usher for the evening.

**Visitors (2)** Two visitors signed in but 4 stood at the meeting to speak. Most were interested to see what we do as a club.

**Rex's words of Wisdom:** Interesting words to keep members on their toes. Never take an open stubby to a job interview. Always identify people in your paddock before shooting them. Its tacky to take an Esky to church. If you have to vacuum the bed, its time to change the sheets. Even if you are certain you're included in the will, its rude to take your ute and trailer to the funeral.

**Welfare report:** Tony from Vintage and Modern is improving following his stroke. Good to see him at the swap meet. Derek Gobby is recovering after his accident with a dog on the IHC ride. The bike will probably take longer. Ron Cherrington is not good and has been moved to the Begingfield Lodge in Pinjarra.

**New members:** The following new members were introduced to the club. Harold Dewar, Timothy Eggleton, Christopher Bell, Robert Howard, Jasmin Hoansen, Kenneth Jordan, Justin Carr. Robert and Kenneth received their welcome envelopes from the Patron. The rest will be sent in the post.

**Minutes of Previous Meetings:** President called for acceptance/dissenters and business arising. Minutes were approved Dave weeks, seconded Paul Pegini.

### Reports:

**Presidents Report:** Following discussions at committee it was confirmed that No Backup fees will be paid by the club for impromptu runs. Backup fees will only be paid for club official events which are open to all members. Stories about motorcycle experiences are always welcome for inclusion in the Chatter. Early thoughts are underway for a rally to New Zealand in February/March 2019. The club has done one previous rally to NZ but that was many years ago. Current thinking is for 15 bikes which will be over 25 years old in a container plus some space for parts. At this stage we are looking for expressions of interest from members. Contact Adrian (President) or Jim (Secretary) if you want to follow this opportunity of a lifetime.

**Correspondence:** A letter written to Greg Boothey to record a sectioned engine loaned to the Library. This to ensure no future confusion over ownership issues.

A letter received from Ian Curtis to raised concerns about

information on committee matters written in the Chatter. This will be taken to the Committee for answers.

**Finance Report:** The 3-month rolling fixed term deposit now set up so the instant cash of 50K will be readily available at any one time if required. The swap meet caused increased receipts in Rallies and events. Payments, were high due to Canning Ag society deposit for swap meet and others was Audit fees.

March			
Payments		Receipts	
Acct	Amt	Acct	Amt
Chatter costs	\$741.95	Annual Subs	\$707.50
Chatter Postage	\$324.45	Rallies events	\$6,040.55
Elec com	\$742.63	Trading Spares	\$684.00
others	\$1,375.00		
Raffle Costs	\$160.00		
Rallies & Events	\$2,514.47		
stat/print/post	\$769.38		
Trading & Spares	\$510.66		
Unit	\$356.40		
	\$7,494.94		\$7,432.05

**Coming Events:** Full details in the Chatter Ken Vincent with his pre-31 only Roaring 20's event is all ready to go next week-end.

Busselton 2 day has 23 people signed up so far. Earlier start this year and the long course is a bit longer than last year. Entries on the day will be accepted. Book your accommodation now if you are going as we think accommodation may become tight in late April. Economy run will start from Gingers Road house on the Great Northern Hwy. Prizes for the best single, twin and multi-cylinder. The event will be approximately 120Kms through the Chittering valley to Bindoon.

**Past events:** IHC Event: Report from the President; one of the best motorcycle rallies in WA. 175 entries for a glorious week-end. We believe there were 23 of our members attending. Unfortunately, one of the members, Derek Gobby, hit a dog, which caused personal injury and serious bike damage. Plenty of tea coffee and cakes at various stopping points. A barbeque and band on the Saturday evening.

Swap meet: Report from Greg Macham; A good event. The hall was well filled with members bikes. We think the numbers were up on Sellers and Buyers through the gate. The canteen and coffee van did good business and the barbeque had sold out by 09:00. More hot food maybe needed next year. Most folk enjoyed the event. A financial report will be produced once all the expenses are in.

**Membership Sec :** 440 members with 7 new applications and 10 renewals during the last month.

## Dating Reports:

**Pre-31 Michael Rock:** 1925 Douglas TS for Ray Penrose bike number 1801, 1918 Indian PowerPlus for Roger Bowen bike number 1803.

**Pre 70 Maurice Glasson:** Just three bikes this month for dating and one request for checking serial numbers to confirm dates prior to purchase. Three bikes dated were Riccardo Petriconi 1957 Vespa, Dennis Cranston 1939 Royal Enfield, Hamish Stubbs 1969 Honda CD90Z.

**Post 70 Les Vogiatzakis:** 1981 BMW R100RS for Art de Klerk.  
**Concessional Licensing: Phil Skinner:** No Examinations last month.

**Full to Concessional Inspections:** During March: For Riccardo Petriconi a 1957 and a 1960 Vespa GS.

## Other reports:

**Spares** Chas Bayley: Tried to get rid of a couple of old Japanese bikes at the swap meet but no takers, even at a ridiculously low price.

**CMC Rep:** John Moorehead: The blue book on concessional licensing is in the process of being updated. Some small changes have happened since the original was issued. New copies can be downloaded from the web.

**Regalia:** Business as usual.

**General Business:** The bike shed (Mag) did some nice stories and pictures from the swap meet which are on their Website Ref: <http://www.bikeshedtimes.com/annual-vintage-show-and-swap-meet-brings-out-all-sorts/>

Eric Gibbons was having trouble getting and returning items from the Unit for the swap meet. Salvos were very grateful for the bikes donated at Christmas. They have asked that we continue donating bikes during the year. John O'Brien and Rob Rowe have been doing a sterling job in undertaking maintenance on these bikes but would appreciate some help from members. If anyone has some free time the work is not difficult, and John and Rob can provide "training".

**Bits and Pieces:** A few bits requested and hopefully help provided at the end of the meeting.

The meeting closed at 8:50 pm

An interesting talk given by Dave Weeks on his 1928 BSA Sloper which he took on the last England rally. Thanks Dave for making the effort to share your experiences on this bike. We believe there are 6 BSA Slopers in the club.

Next month a talk by Adrian White on his Royal Enfield Bullet (not the Indian variant). If other members wish to give a talk and display of their bike please book with the Secretary Jim.

President

Secretary.





## PAST EVENTS

**BUNBURY 2 DAY RALLY. 10<sup>TH</sup> & 11<sup>TH</sup> MARCH 2018:** Having never been on this Rally before, I took the advice of others that have. "Camp onsite" was the order of the day. So I did. I arrived on Friday Afternoon leaving plenty of time to prep the bike after towing it down to Bunbury. There were lots of other club members there & we set up camp with a mind to being "sociable" in the evening. As more folk & their bikes arrived, the camp site filled up and new friends were made. Saturday morning dawned absolutely perfectly.

Not a cloud in the sky, not too windy. Wander along to the Indian Harley Clubhouse where it was a self-service tea & coffee & any type of bread you could want for toast. (with a vast array of jams etc.). As the event started to get into gear, People brought their bikes into the starting area from which we would be dispatched at our allotted times. With 175 entrants, that's a lot of bikes. There were 100 year old veterans, solos & outfits as well as more modern bikes although all had to be more than 25 years old. Once on the road, we were greeted with good roads and nice distances between directions. For the morning break we stopped at a wonderful old country community hall where there was a team of ladies bringing out sandwiches & tea & coffee for the riders.

After a 30 min break it was off again for some more excellent twisty roads in some magnificent countryside. The lunch break was in Collie so an opportunity to refuel both the bike & the stomach. Then it was off again. All along we were being timed in & out of stops, a task made easier by barcode scanning. The afternoon break was again in another country community hall with more refreshments made available. I was impressed all along by how well all these buildings have been maintained by the local communities. More great roads brought us back to the clubrooms on the outskirts of Bunbury. The long course was about 250k's over the whole day, so we were looking forward to a cold beer on our return to the clubhouse. Saturday night you had the option of buying a DIY BBQ pack with ample salads provided by the good ladies from the club. There was a band who got the place rockin' & rollin' to aid the imbibement of liquid refreshment.

During the afternoon, the wind started to pick up & there was a bush fire not too far away. As the clubrooms are right next to Bunbury airport, we were treated to some fairly spectacular sights as the water bombers & helitankers were taking off & landing regularly. Fortunately, the fire was put out before nightfall but there were still some road closures in the affected area. Sunday Dawned much the same as Saturday except that it was VERY windy. Same order as Saturday but a much shorter course. Because of the road closures, the organisers had to come up with an amended route. No problem. Whoever it was produced 2 new route sheets overnight to bypass the affected areas. There were 2 groups travelling on opposite directions in a bid to ease any congestion. A great idea as the morning tea stop was much less congested since the 2<sup>nd</sup> group arrived there as the first group were leaving. This time we had access to Brunswick Junction showgrounds for our refreshments. The 2<sup>nd</sup> half of our ride was as good as the rest although the wind made itself apparent in some of the more exposed areas.

We ended up back at the IHC headquarters in time to be fed YET again. In Summary, it was a VERY well organised event, and I for one look forward to doing it all again next year. *Pics and report by Ian Curtis*







*IHC 2 Day Rally pic by Richard Argus*

**BUSY BEE – 17 MARCH 2018:** Thanks are extended to everyone who came and helped tidy up the club unit and help make some improvements. A lot of surplus material has been removed. A fridge, printer and meeting room established and assets sorted. Slowly getting there. *Murray Barnard*





SWAP MEET 25 MARCH 2018: Pics and report by Murray Barnard





Congratulations to Greg Macham, Chris Davis, John Moorehead and all the helpers and gatekeepers for making a success of the 2018 Swap Meet. Weather was kind, if a little cold and overcast but the rain largely stayed away and didn't dampen proceedings.

Good turnout of sellers and the new layout of the grounds worked fairly well. Great job done by all the volunteers and especially Flo and the other ladies for the cake and tea service and the boys on the Post70 sausage sizzle (get in early folks!) Everyone seemed to have a good time, look around and a chat and quite a few goodies were seized upon and taken away by buyers. Sadly, no goodies for me, yet again. Good turnout of machines this year for the display (thanks everyone) and even some Post70s this year to even things up a bit.





## Roaring Twenties Entry List

1	PETER MCDONALD	NORTON	1912	500	DNS
2	IAN BRASHAW	TRIUMPH	1915	500	
3	DAVE ALDERSON	TRIUMPH	1913	500	
4	LAT FULLER	DOUGLAS	1917	350	
5	HAROLD DEWAR	DOUGLAS	1914	350	
6	DAVE SUGG	ROVER	1911	500	DNF
7	COLIN BUTLER	PRECISION	1914	500	DNF
8	CARL MONTGOMERY	BSA	1916	560	
9	MARTIN SOFTLY	BSA	1914	550	
10	PHIL SKINNER	TRIUMPH	1918	500	
11	MURRAY RUDLER	GCS	1915	770	
12	ANDREW REPTON	YALE	1914	1000	
13	TRISTIAN CLARK	TRIUMPH	1913	500	
14	TERRY McKIE	TRIUMPH	1926	500	
15	JOHN VOOGT	TRIUMPH	1926	500	
16	JOHN WIGHTMAN	DKW	1929	300	DNS
17	NEIL BROMILOW	BSA	1927	250	
18	JEFF BROMILOW	BSA	1923	350	
19	COLIN BRAZIL	INDIAN	1923	600	
20	CHRIS ATKINSON	AJS	1926	350	
21	GEOFF COOLE	TRIUMPH	1926	500	DNF
22	DELYS BRAZIL	DOUGLAS	1929	350	
23	TIM HESFORD	TRIUMPH	1928	500	
24	PETER LAWSON	SUNBEAM	1926	500	
25	CHRIS COOKE	NORTON	1924	500	
26	MICK HANCOCK	INDIAN	1926	600	
27	JOE ZAPPA	NORTON	1930	350	
28	KELVIN MEARS	NORTON	1926	500	
29	ALAN SKINNER	BSA S/CAR	1930	500	
30	JAMES GOBBY	BSA	1929	500	DNF
31	TIM CREIGHTON	H-D	1924	1000	
32	ANN OAKES	BSA	1928	500	
33	CHRIS WHISSON	NORTON	1929	500	
34	HAMISH COWEN	INDIAN	1928	1500	
35	JIM MERKOURIS	INDIAN	1928	600	DNS
36	WAYNE ELEZOVICH	INDIAN	1928	600	DNS
37	MURRAY CANN	BSA	1929	500	
38	DAVE WEEKS	BSA	1928	500	DNF
39	TIM HARDING	AJS	1930	1000	
40	RODGER BOWEN	BSA	1929	500	
41	CLIVE OAKES	AMAC	1927	1000	
42	GREG MACHAM	RUDGE	1930	500	
43	IAN TERRY	SCOTT	1929	500	
44	BRUCE KIRK	TRIUMPH	1927	590	
45	BOB WHITTINGSTALL	NORTON	1925	500	
46	KEVIN BADBY	HENDERSON	1923	1000	
47	KEN VINCENT	VELOCETTE	1929	350	



Wow, this run is getting better and better every year and we all thank Ken Vincent for that. Ken's drive and quiet enthusiasm has produced a run that has become one of the favourites among Pre-31 riders. The key element that distinguishes this event from others is the encouragement to get into the 'Spirit of the Event' by dressing for the era. The 'Roaring Twenties' was a free spirited period after The Great War when many technological advances were made to the benefit of motorcyclists all round the world and here we get to re-live the experience in quiet country WA.

Well supported by about 50 riders of pre 1931 bikes the run started from Boyanup on Saturday morning in perfect riding weather. We wound our way to Lunch at Kirup via Capel and Donnybrook. The list of casualties grew quite quickly on the first leg. No, Weeks's BSA wasn't the first, but at the 4km mark, he was a close second to John Wightman's DKW which failed to start. Soon after, we had an extremely lucky break when Dave Sugg stopped and dismounted his Rover only to watch it collapse in a heap with a broken headstem. If this had broken at speed, images come to mind of a lovely tree lined country road streaked with metal and oil, skin and blood. Dave is now the reluctant winner of the Hard Luck Award for his trouble.

The Upper Capel road, once a magical winding scenic drive through picturesque valleys, has become a minefield of bumps and dips requiring the rider to focus more attention on the road than the view. There weren't many bike casualties, but I hear some false teeth were lost along the way. Moonrising Hill, just before Kirup, is a long steady climb which was, we hear, designed by the Main Roads Department to test the fortitude of Veteran vehicles. The rhythmic thump of the old engines slowed, big-ends strained, main-shafts flexed and teeth were clenched, but as the smoke cleared, all the bikes managed to drift in to Lunch.

Saturday afternoon was a glorious cruise through the ever bigger trees as we wound our way South to Nannup via Cundinup. The gaggle grew at the Nannup Pub as did the tales of woe and joy. It always amazes me how much better the bikes went in the pub. Hard to believe how that Norton could leap over the railway crossing without shaking its head and the Indian could pass four log trucks with one quick twist of the wrist while only running on one cylinder. Meals were shared with old friends, races were won, bets were lost and best of all, we all went to bed looking forward to another day of the same tomorrow.

A so-called cleansing shower of rain overnight just made all the dust stick better, but at least it made some of the BSA's look exotic. Now we had the distinct pleasure of re-living our childhoods and racing alongside the burbling Blackwood River on one of the best twisty roads in WA, all the way to Balingup. A strong coffee was enough to get the stories flowing here. Boy how the Rudge handled the bends and that Triumph flew up the hills, I even heard footpegs scraping the road in the café. Pity about 'that bump' that flexed a few frames and frayed a few nerves.

The ride from Balingup back to the Rudler's Boyanup BBQ, was a treat. The once quiet Grimwade hills reverberated to the rattles and bangs of a multitude of happy old engines thumping merrily along. Most of the bugs had been sorted and very few breakdowns interrupted a sweet ride. I took a shortcut here to get ahead to meet the riders at our 'Vintage Steel' workshop in Donnybrook and enjoyed revealing a few mudguard making secrets to an interested audience.

To top off a great weekend, we were all treated to a beaut burger and mini garage sale at Murray and Sharon Rudler's where various characters were dragged forward to be presented with trophies, prizes and awards. There were nearly as many of these as there were riders, so it was a happy crowd who parted ways vowing to return next year.

*Report and pictures below by Michael Rock*

#### **RESULTS:**

**In The Spirit Of The Event Winner** - Ken Vincent

**Close To The Spirit** - Michael Rock & Peter And Sue Lawson

**Best Veteran** - Tristian Clark

**Best Vintage** - Tim Hesford

**Best Small Bike** - Neil Bromilow

**Hard Luck** - Dave Sugg



*Grinners are winners, Ken Vincent and Peter Lawson – pics by Michael Rock*







*Roaring 20s pics below by John Wightman*







# ALBANY MATTERS

by Roger Bittner

We were asked to show some bikes at the 150<sup>th</sup> anniversary of the Mt Barker police station. 10 bikes turned up and they drew a lot of interest, and maybe a few new members. It was also a good day out for us, wandering around buildings and equipment of historical interest, plus information and photos covering the development of WA policing. Our March club run was organised by Mike Hyland, we rode to Denmark via lower Denmark road, which in itself is a beautiful run, and stopped at the Youngs Siding store for morning tea. (I highly recommend their pies) then heading towards Denmark we turned right at Mt Barker road and on up to Mt Shadforth, this has got to be one of the best rides in WA. Stunning scenery, not too much traffic and some lovely winding roads. The ride finished up at the big gazebo by the river in Denmark where we had a long lunch break. One of the highlights for me was Geoff Osbornes beautifully restored 1927 Douglas EW 350, Geoff was kept busy with the hand gear changes around Mt Shadforth, but following on with the trailer I thoroughly enjoyed watching that stylish old machine still performing beautifully. Thanks to Mike for putting on the run, and to his wife for providing us with home cooked cake. Dennis rode his bike and sidecar out to the coffee run. He got a big welcome after his long spell of medical treatment in Perth. He still has more trips to Perth for follow up, and training in self administered dialysis. Dennis and Maureen are dedicated members of the section and it is good to have them back. *Subsequent to writing, Dennis has had a setback and is in Perth having more treatment. We offer him and wife Maureen our very best wishes.*



We are pleased to have David Beeck join us at Nippers for coffee. His wife Maxine brings him out in the car, as David still needs a walking frame to get about, but the worst is over now and we look forward to when he is back riding with us.

We will be running a history of the Albany section over the next few months and I hope members may be interested in the people and events that made this great little group possible. If anyone has anything they feel to be of interest please let me know.

**IN THE BEGINNING:** Prior to the forming of an Albany section of the VMCC members had to travel to Perth if they wanted to take part in rallies, runs etc. Early in 1982 a group of motorcyclists decided to seek approval for the formation of a section of the VMCC in Albany. Neil Bromilow contacted Perth branch and was asked to submit a formal request, including a proposed name for the section along with a list of ten foundation members. The request was sent to Perth on the 17<sup>th</sup> May 1982. The foundation members listed were, Neil Bromilow, Robin Bromilow, Neil Cameron, Andy Cameron, Paul Ashboth, Ian Jury, Derek Padgett, Bob Shanks, Bill Morrell and Bob Rees. A letter from Perth dated 25<sup>th</sup> August officially approved the formation of The Albany section. The letter also included a cheque for \$100 as start up capital. The then Perth secretary, Bob Veitch, also wrote "I trust all goes well and that the section continues to expand and prosper". Well we certainly have!!!. To Be Continued.

*My thanks go to Shirley and Bill Morrell for their help in providing the extensive club records for this article.*

If you have any personal experience stories related to motorcycling please submit them to me for the Chatter.

FREE, motorbike transport steel pallet with corner uprights, contact Roger 98446524.

**May**, Geoff Osbornes run. **June** club run to Norm Bunkers. **July** club run to John Northcotts. The deceased riders memorial run will be on the 18<sup>th</sup> of November this year.



**Albany section members note.** We have new membership forms and they must be used, as the fees have changed. See the section secretary. Failure to use the new form means your membership renewal won't be accepted. Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

*Due to an unfortunate accident I came off second best with some severe injuries. I would like to thank all the members for their well wishes and offers of assistance, your thoughts certainly helped me to get through some difficult times while in hospital. I would especially like to thank Paul Armstrong for collecting and storage of my bike. Well on the road to recovery now.  
Regards David Beeck.*



*Dave Beeck chatting to Roger Bittner*



*Youngs Siding*



*The Rowdy Mob at Whale World ☺ – pic by Peter Ogborne*





## POST 70 SECTION

**POST 70'S SECTION MEETING REPORT** (19/3/18): People started congregating around 7pm outside the pub, and as usual the talk was about all things bikes. The meeting opened around 7.30 with 8 section members sitting around our table in the private function room of the Mayfair Lane pub. Everyone that wanted one, had a drink from the bar. We welcomed a new prospective member, Walter Cattelino who had come along for the first time. Our fairly informal meetings usually go along the lines of: - events past, events that are about to happen, and sometimes events that will never happen. So we spoke about the "old forkers" run & display, & what a good time we all had, looking at all the old bikes on display. There was some discussion about the Bunbury 2 day rally & that we could get together to attend next years event, and the busy bee that had just happened. Some newer members were unaware that the club has this facility. With the swap meet coming up this weekend, we are heavily involved with running the BBQ for the club event. We should be all good with the whole section prepared to muck in. We spoke of the pre 31's "Roaring 20's", The York Festival & Hill climb for which we will have an impromptu run to cover us getting there. The Economy rub & the P70's Café Hop on May 6th run by Nic in my absence. & Not least the Busselton 2 day rally. Following an idea proposed on the Bunbury 2 day, we spoke about having a social "Curry Night". After the ensuing discussion, it was proposed to have a Fox to Freo run & stop for a Curry at a Fremantle curry house. This is to happen this Friday 23rd so as to get in before Easter. This was advertised on the P70's and club facebook pages and was open to all. There was some discussion regarding all these runs, and after sorting out a few other problems of the world, we retired back to the bar for a top up before we all went our separate ways.

*Ian Curtis - Section chair*



*Post 70s in action at Swap Meet – pics by Ian Curtis*



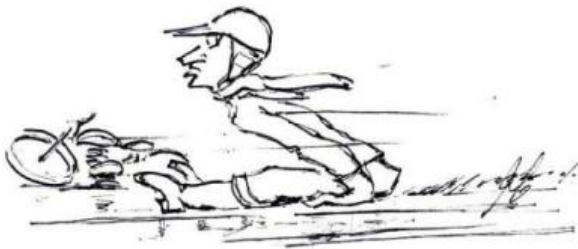




# NUMB BUMS & OIL LEAKS

by Adrian White (pics by Jim Clark)

Probably the most frightening manifestation of cold is black ice. Completely invisible on the road and completely without any traction, it's instant disaster. Riding to work one morning I turned a corner and found myself skating along on my backside wondering as I did so why my Tiger Cub was also sliding across the road. Fortunately on that occasion neither bike nor rider were damaged. Black ice must be a nightmare for riders in cold climates.



Fog, of sufficient density to reduce visibility to a couple of car lengths, even during daylight hours was not uncommon in South Canterbury and presented a unique hazard. Motorcyclists, with no windscreen and with goggles removed, had much better vision than car drivers and thus could safely travel faster than those on four wheels. Car drivers often were aware of this and would closely follow a motorcycle; often you'd wind up with a line of cars behind all "borrowing" your eyesight. This was OK until you came upon a hazard such as a stopped car; it happened, or even one coming toward you on your side of the road. Then you hoped your convoy were really concentrating!

He loved his job. The old truck was almost like a friend but the new one the company gave him was just perfect. He never tired of the scenic journey as the road it's way around the coast until... Ahead was a large cardboard box in the middle of the road. He moved the truck to the left, two wheels off the bitumen to avoid it and noticed in the mirror the box hadn't moved with the wind of the truck's passing. He parked the truck and walked back wondering what goodies there might be in that box. To his surprise a small boy ran out from behind the roadside bushes but then, to his absolute horror, the top of the box opened to let another boy climb out, both obviously elated their self-invented game of chicken had gone so well. He had a vision of what could have been, had he driven over the box, and promptly threw up. That awful scene replayed in his head repeatedly, it really took the shine off his job to the point he nearly resigned but in the end he figured such an awful event could surely only hit you once in a lifetime.

Beautiful day, happily riding with my visor up when the red car I'm following turns his washers on. Like many they're ill adjusted and spray straight over the car. I feel the spray on my face, cool and not unpleasant until some goes in my eyes. Don't know what he's using for detergent but it STINGS! Washed my eyes out as soon as I could, thankfully all is well.

**ARE YOU THE WEAKEST LINK?** Below are 4 questions. Answer them instantly. You can't take your time. Answer them immediately. No pencil or paper! OK? Let's find out just how smart and clever you really are. Ready? GO!!!

1st QUESTION: You are participating in a race. You overtake the second person. What position are you in?

ANSWER: If you answer that you are first, then you are absolutely wrong! If you overtake the second person and you take his place, you are second! Try not to screw up the next question. To answer the second question, don't take as much time as you took for the first question. (You know you took too much time).

2nd QUESTION: If you overtake the last person, then you are in what place?

ANSWER: If you answered that you are second to last, then you are wrong again. Tell me, how can you overtake the LAST person?!

3rd QUESTION: Very tricky math! Note: this must be done in your head only. DO NOT use paper and pencil or a calculator. Try it. *Take 1000 and add 40 to it. Now add another 1000. Now add 30. Add another 1000. Now add 20. Now add another 1000. Now add 10. What is the total?*

ANSWER: Did you get 5000? The correct answer is actually 4100. Don't believe it? Check with your calculator! Today is definitely not your day. Maybe you will get the last question right?

LAST QUESTION: Mary's father has five daughters; Nana, Nene, Nini, Nono. What is the name of the fifth daughter?

ANSWER: Nunu? Nana? Nene? NONO! Of course not. The fifth daughter's name is Mary. Read the question again.

You **ARE**, the WEAKEST LINK!!



## FEATURES

### AN INTERESTING LETTER FROM AUB MELROSE IN JULY 1927

**- TT RACES:** I thought you would like to hear first-hand how Len Stewart and I got on at the T.T. Races. Len had very bad luck in the Senior, in which he rode a Works CS1 Norton, and as you know, having had the misfortune to buckle his back wheel at Governor's Bridge on the first lap, which caused his early retirement. When I look back on it all now it's simply a wonderful experience. Even with our knowledge of the T.T. course which we had beforehand, we were not able to appreciate it until the day of the race. There is no doubt about it; it's quite unlike anything in the way of riding which may be experienced in any part of the world. It is not a reliability trial, nor a road race, nor a track race, singly, but a combination of the three, It is a severe test of nerve and skill on the part of the rider, and physical endurance, and also it is the severest test; a motor cycle which performs splendidly under all sorts of strenuous conditions in preparation for the T.T., fails hopelessly on the actual day of the race from troubles absolutely unheard of before. In the 350cc Junior Race, 20 out of 46 finished, and in the Senior 18 out of 57. To finish alone, you will see, is an achievement to be proud of from the manufacturers' point of view, because it requires the best of material and workmanship to produce a motor cycle which will stand up to 264 miles over seven laps of such a course.

There is no road in Western Australia that I can liken to the T.T. course, excepting perhaps the bit through Claremont and Karrakatta via West Subiaco to King's Park road on the Fremantle to Perth route. Taking those twelve miles as an example, it would be rather tame to compare it to any twelve miles of the T.T. course, as the bends are neither as many nor as bad on any part, and certainly the road surface is not much better. I always thought the T.T. course was a billiard table and that the roads were perfect for the job, but never let it be said. I have watched fellows in front of me riding at 85 and 90 miles per hour, and carefully noted the antics of the machine they rode. They simply bounced along all the time, never on the ground any more than a few yards at a time. In some places the wheels, especially the back one, sometimes over a foot in the air. The course is thirty seven and three quarters miles, two hundred yards round, and as I have said, every twelve miles is worse for bends and surfaces than the Perth to Fremantle road. Not only that, there is a mountain to climb out of Ramsey, 1400 feet in seven miles, and second gear most of the way.

We were timed over this stretch one morning by "Motor Cycling" and all our speeds worked out, in the Sunbeam camp, from 58 to 61 miles per hour, an average which means over half the way in second gear through heavy mist from Ramsey to the Bungalow. Of course we only struck the mist on practice mornings as we leave the start at 5.00AM. It is quite light and we are able to see quite all right excepting on

the mountain, and I am not exaggerating or telling an untruth when I state that it is only possible to see sometimes not more than five yards ahead in some places, and never more than ten yards for distances of three to four miles...

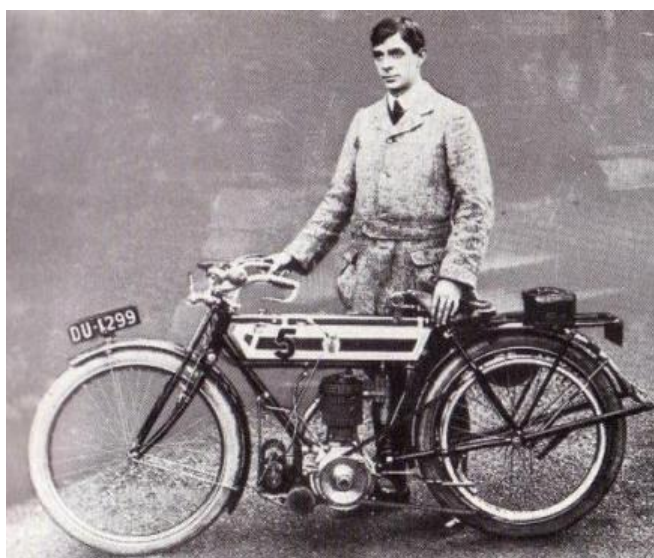
Len and I learnt the course so well that we were able to average 60 miles an hour in the foggiest of mornings, passing competitor after competitor up and down the mountain. It is said that the mountain is very fast, and down to Craig-ny-Baa a 350cc Sunbeam all out will be doing 85 to 88 miles per hour, and from Craig-ny-Baa to Brandish Corner, around the region of 90 miles per hour. A 500cc Sunbeam will do from 90 to 95 down the mountain, and from Craig-ny-Baa to Brandish Corner round the region of 100 miles per hour. Between the corners of Craig-ny-Baa and Brandish there is a bend to take, sharp enough for one to be unable to see around it when coming down the straight, yet we take it all out, and I can hardly hesitate to say we need the whole of the road to do it. They say that Hillberry is the fastest corner. It is a corner, a real one, and how on earth we scrape round at the speeds we do is quite beyond me. Perhaps it has something to do with the camber of the road, but if you make one mistake, it is crash and no bones about it, as many have done this year. The practise laps have been more thrilling than the racing in my opinion. We have had twelve days of it, and every day we do two to three laps and easily average over 60 miles per hour. Len and I did over 50 laps before and at practice. Len had five wallops before the actual practise commenced, nothing serious, but severely bent the o.h.v Norton spare he was riding. He hit a cow at Ramsey, which was the last episode, and had to go to Court over it, but was lucky enough to melt the Judge into tears with sympathy, and got away with it. In practise he hit a fowl at Glen Helen, and there was fowl (also egg) all over his bike when he finished his practise lap. In practise itself, Len had no spills at all on his T.T. bike, but one very nearly, one morning when Willmott Evans on a Triumph cut him off at a corner unknowingly, at over 85 miles per hour. Len made straight for a brick wall, and his broadside skid measured 70 yards, on the macadam. Talking to me about it afterwards, he said that was one of the nearest squeaks he has ever had in his life. Len's practise laps were splendid, as they were around about 34 and 35 minutes, and one morning he did 33.12. Imagine how he felt when he walked up to me at the pits where I was filling up for Dick Burch on a Sunbeam during the Senior race, and told me what happened to him and his back wheel in the first lap. Of course you know I felt very sorry for him, as it is a long way to come and then have such bad luck.

He was Number 2 and Mainwaring on a Scott was Number 1. After the start of the race Len passed Mainwaring round the course, they duelled with one another, passing and re-passing all the way from Ramsey up and over the mountain.



At Governor's Bridge, the worst place of all, Len tried to beat him on the corner, which he did quite successfully and would have got away with it, only Mainwaring unknowingly took the whole road in the gully after Governor's, upsetting Len for his corner, causing him to right about face and scrape the curb with his back wheel, tearing some spokes out. I was in the pits when Len passed, after it happened, and there he came full bore for the straight at over 90 miles per hour, riding one hand and looking behind his back wheel, which wobbled every turn as it passed the grandstand. He told me afterwards that bits of rubber flew in all directions about Crosby and it was impossible for him to carry on as the wheel had simply jammed in the forks. The other Australian, Arthur Simcock, a great friend of ours, had very bad luck also. In the first lap of the Junior, he crashed at Sulby, and was unable to proceed. In the Senior, he rode well, but packed up with engine trouble early in the race. Cohen the South African, who rode a consistently splendid race, slow but sure, in the Junior, was awarded a replica, and in the Senior fell out in the sixth lap with engine trouble. As for myself. I had rather bad luck, but have this fact to be consoled with, that I am the first and only West Australian to have actually finished in the T.T.

In the practise I had two very unpleasant experiences, the first being connected with the late Archie Birkin, son of Lord and Lady Birkin, who was killed practising whilst riding a McEvoy 500cc Senior machine. I was the last to speak to him at practise at the start one morning, and a little over fifteen minutes later I was horrified to find him lying dead on the road, as I was only one minute behind him on my Sunbeam. A car had crept on to the course unknown to anyone, on its way to Peel, and poor Archie was the first man round the course. He swerved to save himself from hitting it, and as the roads are very narrow indeed, he bounced from one edge to the other at a speed of over 85 miles per hour. His crash helmet was torn from his head, and I have never seen such fearful injuries before. I thought it was my pal Graham Walker, at first, and it was only when I saw the nickel tank of the machine that I knew it was someone else. George Patchett and I did not know what to do, we were so shocked. I dashed away to tell the Marshals and Doctor at Ballaugh, and George stayed to do what he could for him, his friend.



Archie Birkin

The next unpleasantness took place on the following morning, when I came full bore round a blind bend at about 80 to 85 miles per hour, and fifty yards away was a stray horse broad side in my path, with a high wall on either side. I thought it easier to hit the horse than the wall, so I made for his hind quarters as it was useless to trying to pull up. Just as I reached it, the horse swerved and galloped down the course towards the on riders behind me. I missed it by a fraction of an inch, and Burney on a Royal Enfield following behind, also had a very narrow escape.

The day of the Junior race arrived, and I was not a bit excited as I thought I would be in the tent where all the machines had been sealed and kept in control over the week-end. All the chaps were very decent, and wished me the best of luck, which I returned to them, of course. There were a few preliminaries to go through in adjusting the machine, and to the strains of music from a very fine band we all marched out numerically to the start in front of the stand in Glencrutchery Road. In front of the stand each man had a pit and attendant. All you are allowed in the pits are the tools from the tool-kit, a puncture outfit and a pump, and the marshals watch you like hawks. There is a sealed petrol container with a hose attached, and oil cans for quick filling in the pits. We were sent out at half minute intervals, each to the National Anthem of his country. Graham Walker and George Dance bribed the bandmaster to play for me "Tell me the old, old story" which they played as I pushed away.. My bike started beautifully, and I went quietly, with three-quarter throttle down Bray Hill to give the engine a chance to warm up a bit, and mindful that Walter Handley, number 32 was half a minute behind me. Wal told me he would catch me at Crosby, and to look out. I gave him a run for his money and he did not catch me until on the straight before Ballacraigne. His speed was simply marvellous and I made no attempt to try and catch up as I knew it was useless, so I remembered instructions, and rode with seven-eighths throttle safely and rode my own race. It seemed funny, but I seemed to be passing chaps, so I eased down a bit more. After the first lap, as I came past the pits, they gave me my blue flag, which meant that as per instructions I was lapping at 36 minutes. They had been keen about the instructions and they never liked to be disobeyed. 36 minutes I was told to lap at and 36 minutes it had to be. I know I can lap at 34-35, but that speed is simply an engine breaker. Some of them stand up to it, but most of them don't - and as it was my first race I thought I would like to finish at least. All went well until the Sixth lap. I pulled into my Pit at the end of the Fifth Lap, and was told I was only lapping at 38 minutes, which turned out to be wrong, as I hardly ever varied from 36 minutes or 62 miles per hour. I was lying 10th and if I had kept on as I was going would have finished 4th or 5th, but luck would not have it so. I tried to go faster; I skidded at Braddon Bridge on my front wheel, corrected it, but was out of my line to take a corner into the bridge. I ran along a two feet gutter for about ten yards, took a complete somersault, and landed on my back in the middle of the road. Spectators dragged me and my bike out of the way of oncoming riders, and then I proceeded to make adjustments and straighten things a bit.

Having done my best in this direction I was well on my way to finish the last two laps. In order to make up for the time I

had already lost in the crash, for the first time gave the bike full bore and rode wide open everywhere. At Kirkmichael whilst running through the village at about 85 miles per hour, the brake pedal, which was resting on the clutch spring, caused the clutch adjusting nut to un-spin itself, and clutch parts became spewed over a quarter mile of the road before I could pull up. In Kirkmichael the streets are only about fifteen feet wide, so you can imagine the fun I had trying to find the bits, with chaps coming down this alleyway at speeds anything from 75 to 90 miles per hour. I gave the job up at first, as I realised it was impossible to carry on, but a small boy came running down with my clutch spring, which gave me a little hope. I robbed one of the nuts from the countershaft spindle to take the place of the one I had lost, but was stuck for the spring retaining plate, so decided to have a look for it. About two or three hundred yards up the road, with the help of some kindly villagers, I managed to find it. As a matter of fact a young lady found it for me. So I rushed back to the machine with my hopes high in the air in spite of the fact that I had lost valuable time. Try as I might I could not get the clutch spring compressed far enough to fit it on the shaft. Some of the crowd even took off their laces from their boots and we tried to tie the spring down with them without success.

A small boy suggested that I should go up to his father's blacksmith shop half a mile or more away up the road, so I set off in the broiling hot sun at a run to see what I could do. Found the shop eventually and tried to compress the spring with a rickety old vice. At the first attempt the spring flew out, hit the roof, and lost itself amongst paint tins, carts and pieces of old iron. The air was full of dust and blue language, but the errant clutch spring was found, and after a few more wild attempts, and remembering that more haste makes less speed, I managed to get the spring compressed and tied with copper wire. Thought I would never be able to run that half mile back again as I was almost boiled inside my leathers. However I got the clutch spring fitted, but the copper wire jammed itself against the boss of the outside clutch plates, so all I had was a fixed engine to finish my lap and a half with till the finish. I lost no time in getting under way. When approaching Sulby Bridge, which is a direct right hand turn over a bridge with a wall on either side, I started to tread on my brakes without the use of second gear to pull me up, which is usually used. All out along the Sulby straight, the machines certainly fly along, and to pull up for this bend the first thing we do is to change straight through to second from all out, then use the brakes also to pull the bike up. I didn't like to risk my gears so used the brakes only and learnt a sound lesson i.e. that you cannot pull up as fast without the engine as a brake as with it, because the back wheel leaps into the air. Sulby Bridge can be taken at 30 to 40 miles per hour, and as my speed was over fifty I knew I was in for it good and splendid, so put right boot on the ground, laid the machine as flat as I could and skated face about, and hit the bridge wall, instead of with my left shoulder, with my right one, going backwards, frontwards, up in the air I went and crash once more on my back in a cloud of dust. I was a good way from the spectators and in a dangerous spot, so no one came near me, but I managed, although very dizzy and shaken, to turn the bike around and get it out of the way of the chaps coming behind. I stopped up the road and examined the damage. Found I

had bent footrests, brakes, twisted handlebars and frame, bashed exhaust pipes, mudguards and controls. In for a penny, in for a pound, was what I thought, so once more I proceeded on my way and rode like a madman until the finish, using just top gear and foot slogging around slow corners in order to keep the motor going. How it was I didn't crash again is beyond me, as the speed wobbles and skids I got were most alarming, but I finished a very sorry spectacle, with my leathers half torn off me, and the bike almost ruined. Still it was a great experience and one I shall never forget, and I am very thankful for having at least finished in one piece.

If I stay in England, or if I go home before Christmas, I shall certainly come again next year, and will ride in all three races. But to ride again in the T.T. I will, as it's made me keener than ever to ride and do some good if I can. Len Stewart feels the same way about things and I am sure, but for his rotten luck also, would have finished well up. His first lap of 34 minutes 53 seconds, with a fall included, was simply splendid, and I am proud to think that an Aussie can hold his own with the best of them. Sunbeams won the team prize in the Senior after an excellent performance. I should have ridden, but was in very bad shape and I could not do so. I was supposed to ride in place of Jock Porter, who crashed early in the practise, and could not ride. Dick Burch took my place. I will be riding, officially representing Australia, in the Scottish Six Days Trial and International Six Days Trial, on a Sunbeam. I will also compete in the Ulster Grand Prix with a bit of luck. Roy Charman was over to see the Senior race in company with George Wallis, the designer of the famous Wallis machine. Roy is coming home shortly, so he will be able to give you first-hand news. He expects to be home sometime about September. Kind regards to all the chaps. *Aub*





## BLASTING THE BUSH by Kevin Kerr:



*Kevin on his Harley recently*

A friend of mine, Bill Baker, a motorcyclist through and through called to my workshop just in time for afternoon tea. It was good to catch up with him as he'd been away for over a month enjoying the adventure of a lifetime. As an accomplished motocross rider he was well qualified to take his fully laden Honda trail bike west to east, the length of the notorious Gunbarrel Highway. For over four hundred exciting kilometres from Wiluna, all went well but then the skies opened up; it bucketed down leaving no option but to ride on the very rough but raised section off the side of the track. Then - disaster. Misjudging a section he crashed heavily into deep water. Being alone and injured it was an almighty struggle keeping his head above water as he tried desperately to get from beneath his fully laden Honda. Finally free but very sore he rode the painful hundred kilometres back to Carnegie Station where the owners cared for him for two weeks, letting him return home when they considered him fit. Bill mentioned the forth coming dedication of the Len Beadell Memorial, saying he'd love to ride the Honda there but after his last crash, he wouldn't attempt the trip solo. After Bill left we all carried on working but my mind was far from work, out in the desert actually, on a motorbike. I rang my wife, Barbara, told her of the idea I was developing and was delighted when she said "Let's go for it!" We had only five days before leaving to be there in time. I rang a delighted Bill who agreed his F100 Ute was ideal bike transport, then phoned John Boyd, sure he'd be a starter (he was). Motocross rider Colin Cook and Mark Kinsman from work were both keen starters, all within a couple of hours. The day before leaving Club member Peter Stocker arrived up with a small machining job and watched us loading bikes. Peter was very knowledgeable about Len Beadell, having read most of his books and lamented he

didn't have a suitable bike for such an adventure; when I offered him my Kawasaki KLR 650 and told him he had to be back at my place that afternoon, with camp stretcher, sleeping gear and clobber for three weeks he bolted, returning with Alison and all the gear.

Barbara prepared a positive mountain of food and all necessities including travel permits; she'd done desert trips before and knew the ropes. Barbara drove our Range Rover with all the supplies, I drove the F100 with five bikes, fuel and swags.

Laverton: Time to unload, to fuel man and machines and GO! The Great Central Road was all gravel but an easy ride with stops here and there for sightseeing, toilet breaks etc. Five hundred kilometres later we arrived in Warburton. I'd been there previously with Bill so we sought out a mutual friend who worked in the hospital and was the town's general fix - it man. Socialising and sightseeing over, we headed back west to the Heather Highway.

Routine was quickly established with breakfast at 6am extending into chatting round the fire. The riders go on about how brilliantly they will ride the day, with no one believing a word of it. With everyone helping swags and cooking gear are soon stowed, the bikes fuelled and checked and the boys are gone, carrying only water and medical kits. Barbara catches up the waiting riders for morning tea then away we go. Lunch is an opportunity to have a well deserved rest along with fuel for bodies and bikes and to hear riders comments on their ride. Apparently they are traveling just under the speed of sound! I mention how hard it's been in the 2wd F100 not to become bogged in some of the washouts; comes the answer "what washouts?" With comedians of this calibre who needs TV? They might just remember I'm their backup. Dinner means unpacking swags and food then an evening round the fire listening to more outrageous claims of speed and skill, then so to bed.

Go back twenty years, I'd been here with another friend. We couldn't get into Warburton and on to the Gun Barrel so we forged a track through the scrub to the north and found the highway that way. My mate noted that Beadell named his tracks after his children and he'd like to name our track after our daughter Heather. We found a bit of wood, lashed a piece of broken spring leaf to it, wrote "Heather Highway" on it and dug it in. The name appears on the maps of today. On a trip such as this a few simple rules were necessary for the safety of everyone. One example - Barbara came across John sitting in the shade of a bush, he wanted to go off track to see a lake so Barbara and I, having just caught up sat and waited for his return. One hundred and fifty kilometres from Heather Highway we arrived at Mount Beadell, the same time as the Beadell family and friends. Setting camp before night fell was the first priority, then eating and drinking, then sleep as we were all tired out. Next day dawned fine with excitement in the air knowing we'd meet so many interesting people who had made these outback tracks. Mrs Ann Beadell has a 1500 kilometre highway named after her, ex surveyors, Land Department staff were there to talk with along with various others and visitors, in total 163 people, 71 vehicles. The formalities, mounting the plaque and a few quite interesting speeches over and we had time to socialise with some very interesting people, the highlight being four Aboriginal men telling us how to survive in such tough and remote country. Truly fascinating. Bill was asked to write an

account of proceedings but declined, handballing the task to Barbara who wrote a good story which later appeared in a national magazine. 6AM the next day, time to attack six hundred kilometres of dirt track which was easier said than done. Challenges included constantly changing surface, grooves, loose gravel and washouts plus two dead donkeys, three wrecked trailers and a camel could walk out on you anytime. Some of the bushes hung over the track, miss one and hit two. Bill was the best rider despite his seventy odd years. Everyone tried to match him, it was on for young and old! This was living! Peter Stocker failed to show up at our chosen camp site one evening which puzzled me as I hadn't passed him in the back up. After waiting awhile we sent two bikes, one north, one west searching. Colin, going west found him sitting on the Kawasaki in one of the heaviest sandpits we'd seen, arms folded on the bars, head on arms, exhausted. Peter had believed himself to be somewhat behind the rest, attempting to catch up he'd flown by the campsite without seeing us. It was a happy reunion. We stopped overnight at Carnegie Station where Bill enjoyed catching up with the owners who had looked after him so well previously. Next morning we headed out to cover the last three hundred and fifty kilometres west of the Gunbarrel Highway, aiming for the Wiluna Caravan Park where we unpacked, serviced the bikes then enjoyed the delightful luxury of electric light, a couple of beers and a pub meal

before crashing into bed. Wiluna is an interesting place with every visit a bit different. Another day, another gravel road, this one to Sandstone meeting up with a character Bill and I knew. Payne's find was our next stop to gather in the pub to share a beer and tell the very interested locals of our adventure. Next morning fuel up and head east for Bimbijy Station to visit the folk there; Barbara and I had previously stayed there. South of Bimbijy lies Karroun Nature Reserve, standing on the hill there looking east on the thirty degree latitude line there are almost no inhabitants except Woomera in South Australia and Bourke in New South Wales. Just thought I'd drop that fact in to let everyone know we did take in what was going on all around us on the way. Finally it's time to go south to Beacon and load up five tired but happy motorcyclists and reluctantly head for home, with the wonderful memories of nineteen hundred kilometres of dirt tracks and gravel roads. That equates three trips to Kalgoorlie plus the twelve hundred and twenty five kilometres transit on bitumen.

Sadly, both Club members Peter and John have subsequently passed away, leaving behind a wonderful memory. *Kevin Kerr (with thanks also to Adrian White for typing up this report)*

*(Thanks Kevin, very jealous of that adventure – Ed.)*



## CLASSIFIEDS

**All ads will run for maximum of 3months.** Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)

### FOR SALE:

#### New Ads



**YAMAHA FJ 1200:** it's a 1986 - American Model with 32302 mls on the clock priced to sell @ \$4500 ono. Phone 0427 364 977. Terry McKie

**1975 Honda 400:** Over 2,000 spent ,new Timing chain new Tyres \$8,500 98413040 Richard Turpin Albany Ph 0427448889



**CHEAP 6 X 4 BOX TRAILER:** Has bolt in channels for two motorcycles. licenced and average condition. \$550 neg Sean Killalea 0423321279



**1985 HONDA VF1000 F2:** V4 water cooled Honda. 1000cc. Club licenced. Good runner. Paint average. Original mufflers \$2800 Ono Sean Killalea 0423321279



**COMPRESSOR:** 3 phase, good working order - \$250 ono. **REAR DRIVE FOR SPEEDO CABLE:** mid 50s bikes – for \$200 brand new – Alan 94010865

**BSA FRAME C10 L-S** in very good condition, with rear plungers and engine plates & separate bottom end \$300 – Terry Germain, Busselton 97554613 or 0448313171 or email [tgermain@bigpond.net.au](mailto:tgermain@bigpond.net.au) for photos

**FOR SALE BSA PARTS A10, A7, M20/21, B31/33, C11/10** – all at swap meet prices – Terry Germain, Busselton 97554613 or 0448313171 or email [tgermain@bigpond.net.au](mailto:tgermain@bigpond.net.au) for comprehensive priced lists





**SUZUKI VX800 FOR SALE.** 1990 67000 kms Fresh Paint in 2017 Rego paid until August. 0422910764 \$2999 Lewis Chave

#### 1982 YAMAHA XJ650 TURBO PROJECT

Good points - Bike is basically complete and has a straight frame, Tyres great, Brakes good, Seat good, Tank no rust. Has compliance plate, frame and engine number and is NOT a repairable write off. This bike is build number 167 of around 8000 worldwide and has matching engine and frame numbers. Bad - Is a non runner and has some minor damage from a low speed drop. Everything is there for a great project whether it is brought back to original (valued app \$5000) - \$2500 neg. Can assist with transport in the Perth northern suburbs. Sean Killalea 0423321279



GPZ 900 KAWASAKI – Project Bike - Sean KILLALEA 0423321279

#### Repeat Ads

**BSA A10:** Plunger Frame 1950: No rego. New horn, newly rewired, new battery, new handlebars & mirror, rebuilt teles, new mufflers, new front wheel and tyre. Runs well \$9,000 Jeff 0456057239

#### Expiring Ads

**CLOSING DOWN SALE:** the time has come to sell up. Colin Tie is selling his collection of motorcycle parts and general engineering machinery and tools, including lathes, sand blasters, parts cleaners, 4 post hoist etc. Too much to list. The Mundaring Unit will also go onto the market. Please contact Colin Ph 92956875 or Hm 92951601

**FOR SALE:** 1942 Harley Davidson bare engine \$3000 ono, 1 x 1942 HD side stand, 2 Manual Oiler glasses \$40 each, WLA Harley Davidson spares – 1 New Clutch Hub outer - \$150, 1 2<sup>nd</sup> hand front wheel & brake \$200, 1 set new foot board rubber \$70, 1 new rear wheel bearing \$40, 2 new big end bearings \$200, 1 new kick starter return spring \$65, 1 new set of handle bar grips \$30, 1 new plastic carbide float \$50 & 1 x 2<sup>nd</sup> hand std engine sprocket \$35 – Jeff 0456057239

**FOR SALE:** Personalised number plate to suit a 1975 Honda Gold Wing. \$450 Steve Foster 0411372161 [bluestream@ozemail.com.au](mailto:bluestream@ozemail.com.au)

**FOR SALE: 1979 YAMAHA XS 650 SPECIAL,** Club Licence, New Tyres & front, Brake Cylinder & pads fitted, Electric start (that works), Fairing & luggage Rack, Good Condition \$6,400 John 0404597082.

**SWAP: BSA, 1949 , 50 A7** long stroke engine with gearbox all in very good condition, engine has no internals for early auto cycle or Quickly. Ph Bruce 93784161

#### WANTED:

##### Expiring Ads

**WANTED:** 16"x3" Harley Davidson Rims for Panhead Shovelhead Flathead WLA etc. Preferably chrome in good condition

**P&M PANTHER MODEL 70/75:** frame or any parts for the pre 50's model 350's – Nic Montagu 0427171702

#### SERVICES :

**Ads Expired (please note that this is the last month if not renewed). To renew ads please contact Peter Bennett on 0412280089 or [benbenners@iinet.net.au](mailto:benbenners@iinet.net.au)**

**SPOKE WHEEL SERVICES:** DID brand chains still on special for Club members only. 520 (5/8" x 1/4") and 530. (5/8" x 3/8") size \$39.00 each. Other sizes available on request. Unit 1, 5 Fonts Place, Embleton. (08) 93770175, Brian Morgan

**PETER SCOTT MOTORCYCLES** - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

**ABRASIVE BLAST CLEANING:** (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

**WELDING REPAIRS:** Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

#### VINTAGE STEEL-MUDGUARDS AND

**FENDERS** -Vintage motorcycle mudguards made to order, [www.vintagesteel.com.au](http://www.vintagesteel.com.au). Made to original spec or custom rolled. AJ5 to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au) or Andrew Repton 0409 371001 [andrew@vintagesteel.com.au](mailto:andrew@vintagesteel.com.au)

#### OLD SCHOOL MOTORCYCLE SERVICES &

**REPAIR:** Same day servicing, restoration work, porting of cylinder heads, suspension work, special engine rebuilds, winter projects, pick up and delivery in the Perth Metro Area (small fee applies). John Whittington - Unit 4/3 Marchant Way, Morley WA 6062 Ph: 0411636371 [johnosmsr@gmail.com](mailto:johnosmsr@gmail.com)

#### CUSTOM BIKE ELECTRICS RESTORATIONS:

Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willetton 6155

#### MURRAY CANN ELECTRONIC SERVICES:

Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@iinet.net.au](mailto:murray.cann@iinet.net.au)

**ALUMINUM POLISHING** - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

**BSA GOLD STAR,** B31/33 gaskets & parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or re boring and resleeving. Don Price 9304 3807

**MOULDS** to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

ENGINE REPAIR PRICE LIST	
PING-PING-PING	\$ 35.00
PLUNK-PING-PLUNK	\$ 55.00
CLUNK-PING-CLUNK	\$125.00
THUD-KLUNK-THUD	\$200.00
CLANG-THUD-KLANK	\$325.00

**NEEDING A PUSH:** A man and his wife were awakened at 3:00 am by a loud pounding on the door. The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.

"Not a chance," says the husband, "it is 3:00 in the morning!" He slams the door and returns to bed. "Who was that?" asked his wife. "Just some drunk guy asking for a push," he answers. "Did you help him?" she asks. "No, I did not, it is 3:00 in the morning and it is pouring rain out there!" "Well, you have a short memory," says his wife. "Can't you remember about three months ago when we broke down, and those two guys helped us? I think you should help him, and you should be ashamed of yourself! God loves drunk people too. The man does as he is told, gets dressed, and goes out into the pounding rain. He calls out into the dark, "Hello, are you still there?" "Yes," comes back the answer. "Do you still need a push?" calls out the husband. "Yes, please!" comes the reply from the dark. "Where are you?" asks the husband. "Over here on the swing" replied the drunk.

#### **OIL FAQS:** by Kew Engineering UK

*I would like to know whether for NORMAL driving it's worth the added expense of using semi-synthetic or synthetic oils in my modern car?* If you plan to keep your car for more than 5 years then go for best you can afford. That means synthetic, not semi-synthetic.

For an intended ownership of 3 years or 60k miles operation, use what's recommended and then let the next owner worry about it. Seriously, if you plan to maintain a Full Service History by having a dealer service for a 3yr/60k ownership, then let the dealer put in what they offer; it should be the approved oil. That said, I know one owner of a dealer-serviced prestige German car was dumbfounded after 100k miles and 6 yrs to find the pick-up strainer blocked with sludge. Something is seriously wrong there and one suspects that cheap oil was used but expensive oil paid for in the servicing bill. Going for fully synthetic will mean dumping oil at 12 to 15k miles depending on your service schedule, but that oil may still be good for another 10k if you do a lot of motorway miles at legal speeds. The upside is that if you plan to run the car for the next ten years then buy the fully synthetic, it will help ensure optimum oil performance between services. Don't forget to use good quality fuel to keep the injectors and engine clean. I don't like to be drawn into recommending brands so don't ask.

*I do occasional track days, too, what should I use?* There are a couple of other smaller specialist oil manufacturers who use purer base stocks that are less susceptible to shearing

and provide greater film strength. These are proven case studies, the motorsport people use names like Motul, Redline and Royal Purple and independent assessment has shown better wear protection than even some of the best major brand oils. On a classic it may pay of course to just change the oil before and after that track day session.

*Are frequent oil changes better?* Many people still believe that frequent oil changes are the best way to look after an engine, which is true up to a point if you do the oil change while the oil is still warm as it drains out more of the solids and wear debris material from the system than it would when cold. If you are looking to extend the oil drain interval, then a fully synthetic is a better choice to minimise harm from premature oil failure. Standard mineral and semi synthetic oils offer satisfactory protection but be warned that they do not always last the service interval (depending on your style of driving).

*What type of oil does the factory use?* This will vary between manufacturers and oil companies are keen to get this type of key account. In some cases the choice of oil is based on tests, in other cases it is purely a commercial decision. Check with the vehicle supplier what is recommended by the manufacturer. In the case of your classic any oil you use now will be better than what the factory used in 1960. *Why does my oil go black just after I change it?* Firstly, engine oil is designed to hold very fine particles of material in suspension. It has a dispersancy package that keeps the particles finely suspended and stops them clumping together to form larger, more abrasive and harmful particles. These particles maybe fine wear debris from the component surfaces, or possibly 'soot', very fine carbon particles from the combustion chamber that get passed the piston rings through blow-by on the combustion stroke. If you look closely at the oil, you can sometimes just about discern the very fine particulate in the oil. In some cases the oil, when old, may actually feel gritty to the touch. Diesels produce a lot of soot particulate compared to petrol engines and so as a rule, diesel engine oils have a higher level of dispersancy than petrol engine oils. In more recent years, Exhaust Gas Recirculation has become normal on many diesel engines and so there is a tendency for more soot to appear in the oil, because as unburnt fuel is recirculated back into the inlet from the exhaust, some soot particulate is dragged through, too. The oil going black was always a sure sign that the oil had a good detergency and dispersancy package. However, on newer engines with tighter clearances and more efficient combustion owing to the ECU, and partly thanks to modern oils, there is less of this effect occurring so it will stay clearer for longer.

*My engine is modified, should I deal with it differently?* Your engine will be stressed a little more than the standard anticipated design usage and may generate more heat. For safety, extended reliability and reduced wear rate, superior oil should be used to counter the effects of the modification work. Essentially, the higher film strength of a synthetic will reduce the impact of the increased loading from the extra modifications. Film strength is the ability of the oil to support a load without metal-to-metal contact between the components. Film strength at the bearing is dependent on the oil's capability to resist shear at the bearing. Some of the best oils are expensive but do offer significant protection



despite being a lower viscosity. This lower viscosity reduces friction from the oil at the bearing thus allowing more power to be transmitted to the drive-train. This kind of oil finds favour with motorsport people who are seeing very good engine life and oil life during a hard racing season. Another reason to use a synthetic in a modified car is to allow for increase heat build-up when the car is used harder, as synthetics resist heat degradation better.

*Should I keep this oil in until the next service schedule and just top it up for now? In another words, can I mix oils?* Being pragmatic, I say better to have the right level of oil than worry about the mixing effects over time. However, always try to stick with one brand as cross-mixing of oils can impair additive performance. Generally, though, there will be no adverse effects from cross-mixing brands of oils.

*Why is Idling bad for my engine?* Particularly on diesels, idling will not allow the full combustion to take place, so wet fuel remains in the cylinder and starts to run down the bores. This will reduce the wear control from the oil splashed up onto the cylinder walls, and further, will accumulate in the oil, lowering the viscosity and reduce additive effectiveness such as the dispersancy additive, causing larger particles to increase wear rates. In some cases the dilution can become dangerously high (>5%). So, start your engine, and move off. But remember; although the temperature may come up to normal quickly, the oil will take longer so let the car warm up properly (10 miles minimum) before exploring the revs.

**Running in a new Engine:** To minimise future oil consumption problems, it is advisable to take it easy during running or bedding in. Some people suggest town driving is best, and to avoid constant revs in the same gear. If using the motorway, then drive at speeds between 55 and 70 mph, and also change gears a few times. However, don't be afraid to give the engine some short, sharp bursts of acceleration to assist the bedding in of the rings. Opinions seem to differ on this, so check your handbook on a new vehicle or ask your engine rebuilder for their specific advice. Avoid synthetic oils during running in, try for 10k miles before switching to full synthetic oils. However, the old school of running in an engine does not apply as much these days owing to the fact that the machining processes result in better finishes that do not need bedding in as much and as a result (and also, I suspect, to save money) manufacturers no longer offer a 1000 mile service, instead the engine is on a normal schedule of 12k-15k miles from the beginning. In addition the assembly processes during the build of a new engine are much more automated and the cleanliness is far better resulting in new engines with far less potential for problems from day one. From research I was involved with I know that wear can be radically reduced through finer filtration, and that automotive filters are not rated in the same way industrial filters are. From testing we did, we found an average 5BHP more on cleaner engines after 900hr endurance testing. Since wear will influence fuel economy and emissions, as well as oil consumption, it is better to stick with better quality oil, fuel and air filters, too. So always ensure you use the best quality air, fuel and oil filters.

**Switching to a Synthetic on new and used cars:** DO NOT USE a fully synthetic until the engine has covered a little more mileage (approx 10k) because the engine is still bedding in for some time up to this point. Then switch to a good

synthetic. What are the benefits? Less wear, less power loss in the engine, better fuel consumption. Generally, the reference to synthetic oil for an engine can mean a Group 3 Mineral oil. But if it means a lubricant is formulated with a polyalphaolefin (PAO) base oil, then it is pure and is compatible with mineral base oils. However, because the PAO base oil does not dissolve additives as well as a basic mineral oils, it is usually formulated with an ester co-base (usually di-ester and/or polyol ester). The additives are soluble with the ester and the ester is soluble with the PAO. The PAO tends to cause seal shrinkage and the ester causes seal swelling, so the effects are offset when both base oils are present. When switching to a fully synthetic on an older engine, or one with a higher mileage, it is the ester that can cause problems when one changes from mineral to synthetic. Ester base oil used alongside PAO base oil in lubricant formulation has excellent natural detergency. In other words, it will clean up deposits on component surfaces as a result of thermal and oxidative degradation of the lubricant. When one switches from typical mineral-based engine oils to a typical synthetic-based oil, the varnish layer will be removed by the ester in the synthetic oil and become suspended. This suspended material can rapidly clog filters and can potentially block oil flow passageways and lead to component starvation. The same is true for gearboxes and other industrial machines. So think twice about switching to synthetic oils in applications where the engine or other machine has been operating for some time with mineral oils. It can be done but be aware of the potential for creating more harm than good. This is also where oil seal leakage can be an issue as the beneficial layer of deposits on the seal are holding the oil in, but once cleaned off, the seal can initially shrink before settling again, so a short spell of oil leakage may result. On rebuilt engines of the older type, such as the MGB, the same applies, allow for bedding with a standard oil, and then switch to a synthetic, although there is some concern that the higher detergency will not allow a beneficial depositing on seals and as such, the oil consumption may prove a problem. In my experience, with Mobil1 oil consumption has been no worse than with mineral oil and that's using 0W40 in my 1980 MGB GT.

**How long can I store Oil?** Generally, if stored in a dry, moderately stable area with regard to temperature, then oil can last a long time. However, additives can settle out after a period and so recommended best practice in industry is for a maximum shelf life of 12 months. In a domestic situation, 2-3 yrs would be acceptable assuming it has been sealed. I would also suggest shaking the container prior to use to help re-suspend the additives that may have settled out. I know that experts will say the oil can be stored for much longer, but allowing for the fact that the oil is often blended and packaged up to 2 years before you buy it, then the limit of 2yrs is a good safety margin. Hopefully the oil will have been in good storage conditions in the retail stage between the blending plant and your car, but don't count on it either. The same is true of grease, in fact the recommended storage is less, at 6 months in industry. Again, for home use, 2-3yrs is ok, and possibly longer assuming your garage is dry and relatively protected from low temperatures. However, a problem known as bleed happens with grease, and so it is advised to always store the grease gun and tubes of grease horizontally to avoid the oil bleeding off to the top of the gun

or the tube. Any containers of grease should be kept sealed between use and if it doesn't have a loading/feeder plate on the surface of the grease then lay a sheet of plastic over the top to minimise the exposure of the grease to the air. Brake

fluids should not be stored for more than 2-3 years and only if unopened and the foil seal remains intact. Any fluid already opened will have a shelf life of less than 6mths, possibly less if stored in the boot of your classic.



**Scuttlebutt:** Keith Weller was missing from the parts store the other day, but never fear, he was busy travelling and these snaps were discovered showing him scurrying across rocks on the South Coast, presumably looking for parts washed ashore!





*Four wheels move the Body  
Two wheels move the Soul.*





**WINE!**

**CHOCOLATE!**

VMCCWA  
**GYPSY TOUR**  
DENMARK 2018

THE 2018 GYPSY TOUR WILL BE BASED IN DENMARK THIS YEAR WITH A RIDE UP MT SHADFORTH ACROSS TO WILLIAM BAY, ELEPHANT ROCKS, GREEN POOL AND THE CHANCE TO VISIT THE CHOCOLATE FACTORY AND WINERIES ON THE WAY. AS WELL A RUN TO ALBANY IS PLANNED AND A BBQ/RUN WITH THE ALBANY SECTION. ACCOMMODATION FOR THIS TOUR CAN BE BOOKED AT DENMARK RIVERSIDE CARAVAN PARK OR ELSEWHERE IF YOU LIKE. DEPART FRIDAY AND RETURN MONDAY IF WORK PERMITS, COME FOR A DAY OR THE WHOLE WEEKEND. MAKE YOUR OWN WAY DOWN OR JOIN ME FOR THE RUN DOWN VIA MT BARKER PIE SHOP. 9-12 NOVEMBER. BRING YOUR BETTER HALF AND BOOK A CHALET! MURRAY BARNARD 0434215665

**GREAT RIDES!**

**GREAT COMPANY!**

**GREAT SCENERY!**





# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE **JUNE 2018**





# CONTACTS

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**Club Patron:** Rex Edmondson

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## MANAGEMENT COMMITTEE

**President/Welfare Officer:** Adrian White - 0438335563  
([sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com))

**Vice President:** Murray Barnard – 0434215665  
([web@vmccwa.com](mailto:web@vmccwa.com))

**Secretary/Event Logs and 404 Regulation:** Jim Douglas –  
94016763, PO Box 858, Hillarys WA 6923  
([secretary@vmccwa.com](mailto:secretary@vmccwa.com))

**Treasurer:** Greg Eastwood – 0438041072  
([greg.eastwood@vmccwa.com](mailto:greg.eastwood@vmccwa.com))

### Committee Members:

Chris Davis – ([chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au)) – 0411702356  
Greg Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

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## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** vacant

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,  
6530, 0412280089, ([benner@iinet.net.au](mailto:benner@iinet.net.au))

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## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 ([phils Skinner741@bigpond.com](mailto:phils Skinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
([michael.rock@iinet.net.au](mailto:michael.rock@iinet.net.au))

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
([mvg50@bigpond.com](mailto:mvg50@bigpond.com))

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time  
and place for machine eligibility inspections:

Roger Bowen – Baldvis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946  
[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

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**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website [www.vmccwa.com](http://www.vmccwa.com) : Facebook: [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa)  
(to view and post, you need to register on Facebook first and then message web admin to gain access - Murray Barnard)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for all members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. We will always protect your privacy, bulk emails should only ever come from the club website.

**Club Regalia/Property:** Martin Rankin – 0468468271

**Significant Events Organiser/Swap Meet:** Greg Macham –  
0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineer:** Owen Page

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Pegini

**Unit Caretaker:** Andrew Hobday – 0411358428

---

**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358  
Acc 481977532)

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**Classic Section:** Have a particular interest in machines post-war up  
to end 1969, then join other enthusiasts for occasional rides and  
social meets. Contact Jim Douglas to get on the email/phone list  
for the section. Jim Douglas – 94016763

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**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009  
787 ([ian.curtis@vmccwa.com](mailto:ian.curtis@vmccwa.com))

**Treasurer:** Chris Davis – [chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au) (fees payable to  
BSB 126547 Acc 22110619

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

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**Albany Section Chair:** Paul Armstrong – 0417051378  
([patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au))

**Albany Section Secretary:** Roger Bittner – 98446524  
([rokebit@gmail.com](mailto:rokebit@gmail.com))

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844  
4081 ([billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

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## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6  
Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at  
Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little  
Grove Chalet Assoc', Little Grove Albany.

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**EVENT BACKUP:** John Mills 0421738853 (when available)

**WATTLE GROVE CLUBROOMS CARETAKER:** call if access to  
Clubrooms is required for your event Ph. 94532728

**PARTS STORE:** Open Weds 9am -12 Noon & monthly meeting  
nights from 7pm

**BANK TRANSFERS** to – B.O.Q. BSB – 126547 Acc – 21998733

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## PRESIDENT'S REPORT

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There comes a time to walk away. That time for me is now. I've never been a quitter, but I see no realistic alternative. Our great, successful and strong Club is being torn apart, on current levels of activity it will become worse far sooner than any improvement is likely to show as - allegedly - more members find fault with what I know to be a very good Committee. And when those dedicated volunteers who spend a great deal of personal time, and some expense too, find their private lives intruded by Club events in the most sordid and depressing way, it's time to go.

This is not the way I wanted to end my presidency. To those who supported me, thank you. To those who might think I've let them down, I'm sorry but I see this as the only way to stop the rot. Let's just get on with the pleasures of fixing and riding old motorbikes with our friends of similar persuasion, having fun. Life is indeed too short.

For the record, I did make a final attempt to re-unite members, but this failed, as I now believe the plans of the discontented members were already too far advanced to be abandoned.

*Adrian White*



## VITA BREVIS

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The warm start to Autumn has provided a host of opportunities to enjoy your machine or machines before Winter arrives. Crisp mornings soon warm up once the Sun begins to bite and the mist starts to lift. The beat of a big V-twin soon alerts the neighbours that I am heading out. The engine a bit slow to pick-up from cold but soon rumbles up the hills and onto the highway. The Lanfranconis bark and a deep growl comes out of the pipes as the bike picks up speed. Soon we are out of the city limits and on the open road and the Guzzi can be given it's head. As the throttle opens the Guzzi squats and settles into a smooth purr. The bike holds the road without any effort and the crouched position becomes natural as the wind on the chest lifts your weight from the

clip-ons. Watching for kangas or emus is essential in the early morning but one advantage is the lack of traffic at this time of day. The bike swings through the bends and smooths out the bumps and never shakes its head. The motor is itching to go faster but the days of giving a machine its head are more limited these days with patrolling police and mobile radar guns. Home again and hopping off the legs, back and wrists complain. Once I rode this bike everyday, commuting through traffic into the City Centre. Nowadays it is just a few times a year and the body complains about assuming old contortions. Hard to imagine riding this bike 1200kms in one day as I did back almost 40 years ago or riding it for 7 weeks through the Kimberley, Gibb River and the Northern Territory. Still the bike runs better than I do and will outlive me. It's strange how we cherish old machinery and especially ones we grew up with. Not something I can always discuss with non-motorcycling colleagues, old friends or new acquaintances. They just don't share the passion or have never experienced a fine motorcycle. Thus it is a rare pleasure to share the love of old motorcycles with others and the Club is to be valued and treasured for the role it fulfils, not just in my life, but in all who join to just revel in the joy and beauty of old machinery.

On a sadder note, a lot of energy in the Club is being expended by some to express dis-satisfaction at the committee minutes from a meeting in February. Whilst understandable that some members may be offended by the tone of the minutes, and the committee has expressed regret at that offence, the dispute cannot be allowed to cloud the fact that the committee had cause to believe that serious breaches of the Associations Act and Club rules had, on the balance of probability, occurred. This matter is still being explored through the appropriate process within Committee. It is important for members to allow procedural fairness to take its course. Unfounded allegations made against the committee have only delayed this matter and inflamed emotions.

Regrettably, this is my second last Chatter. I have been doing the web administration roles and online Chatter for nearly 14 years. The print Chatter has also been a very demanding task for several years now. Along with my other Club roles, these jobs require a minimum commitment of half a day, nearly every day! I have stayed at it now for many a year, because I am committed to the Club. Unfortunately, recent events and an orchestrated campaign against committee members by a small number of vocal members, has taken its toll. I cannot justify maintaining the level of motivation and commitment of time and energy that my roles require in an atmosphere of personal attacks and misrepresentation. Volunteers can only flourish in a climate of goodwill and not in an atmosphere of mistruth, distortion and falsehood. Thanks are extended to Roger Bittner, Nic Montagu and Peter Bennett for their valued assistance with the Chatter over time.

As well, I intend to resign from the committee, as in all honesty, I cannot serve on the committee when I believe the Associations Act has been breached and the behaviour concerned is applauded by an element of the Club. Breaches of the Act are a serious matter and the Club and individual members can be fined where actions are detrimental to the Club. When you join an association you enter a contract to follow the Rules. When you join a committee you also have legal obligations to put the best interests of the Club forward at all times. As you read this, a group of members are scheming to take over the committee. I hope for the sake of the Club that they take the time to read the *Legal Requirements of Committee Members* and discover that they have to put the best interests of the Club and all members first and foremost, before personal and factional interests. Thanks are also extended to some of the men of integrity whom I am proud to have worked with to achieve significant steps forward for the Club over the years, namely Elliott Montagu, Barry O'Byrne, Adrian White, Jim Douglas, Greg Eastwood and Chris Davis.

*Murray Barnard*

## CLASSIC SECTION

The Classic Section met for a pleasant, social and apolitical BBQ at Jim's place in Kallaroo on a surprisingly warm afternoon on 12 May 2018. The BBQ was preceded by an impromptu ride up the coast from Fremantle to Whitfords. A collegiate easy-going crowd was in attendance with a lot of interest taken in the machines on display. Clive came all the way from Mundijong and Mike from Rockingham. All in all a great display of what the Club should be all about.








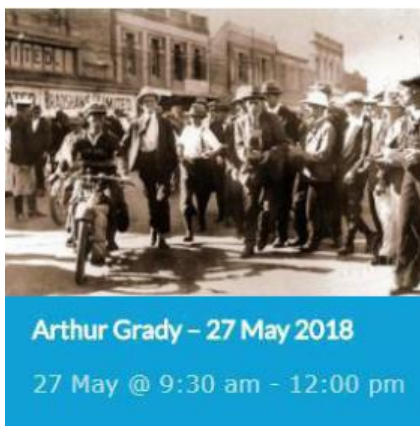
# ROUNDUP OF COMING CLUB EVENTS

Compiled by Murray Barnard

June 2018

Always check this calendar online, via phone, PC or tablet - <http://vmccwa.com/wp/events/list/> for updates – no login required

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
28	29	30	31	1	2	3
		Parts Store: 9am-12pm				3 June 2018 – Pre31 Foundation Ride 
4	5	6	7	8	9	10
		Parts Store: 9am-12pm  Monthly Meeting	Albany Meeting			
11	12	13	14	15	16	17
	Chatter Cut- off – 5pm	Parts Store: 9am-12pm  Mng't C'lee meeting			Old Hotel Run – 16 & 17 June 2018 	Old Hotel Run – 16 & 17 June 2018 
18	19	20	21	22	23	24
Post70 Meeting		Parts Store: 9am-12pm				



## ARTHUR GRADY – 27 MAY 2018:

Maritime Museum Fremantle. Put this date in your diary. The Arthur

Grady day is to commemorate the great achievement of a Fremantle bicycle maker who become the first person to ride a motorcycle around Australia. The Arthur Grady celebrations will still happen this year at the Maritime Museum, Victoria Quay, Fremantle. We are expecting the Arthur Grady replica bike to be on display and would like as many members as possible to bring a bike to the display. The older, pre-31 bikes will take pride of place, just outside the entrance to the museum and the less old bikes on the long platform just in front of the museum. There

will be limited trailer parking for the older bikes but book with Jim before the event. He should be able to find you a space.

There will be a charity sausage sizzle organised by the old cars and hot-rods who will be in the car park in front of the museum. Other motorcycle clubs with 25+ year old bikes have also been invited. There are plenty of facilities for coffee/tea, food etc in the area. There are the E Markets and B sheds and the Maritime Museum has a small café. Bikes will be on display from 10:00 until 12:30 but would ask that

members try to be at the event before 09:00. We will try and have a ride around the shed area as part of the celebrations at the end of the event. The public are fascinated when they see old bikes being ridden not just on static display. So, if possible we should give them something to remember and photograph. Please bring cardboard to absorb oil if your old bike is not oil tight. See you there. Jim 9401 6763



3 June 2018 – Pre31 Foundation Ride

**PRE31 FOUNDATION RUN – 3 JUNE 2018:** This event, to celebrate the foundation of the Pre-31 Section, is open to all Club-eligible 'bikes, but please bring your oldest. It will be again based at Whiteman Park, with a ride, followed by a display & sausage-sizzle. The route has returned to the traditional format as last years proved a bit difficult for the Veterans. The gathering point is as before, adjacent to the Museum & the fee is a modest \$5 to cover your bun & the back-up, any short-fall being covered by the Pre-31 Section. Ride starts at 10 am, but 'bikes can be on display before the run. Dave Weeks Ph 043 999 1584



Old Hotel Run – 16 & 17 June 2018

16 June @ 9:00 am – 1:00 pm

**OLD HOTEL RUN – 16/17 JUNE 2018:** (Restricted event – pre 1949 machines only). This run is organized by the pre 31 section and is aimed to encourage any VMCC club member,

who owns a pre 1949 bike, to join us on a visit to some of WA's old, known and lost hotels.

Our first run will be to the Greenhills Inn just east of York for lunch, we then ride on down to York and visit the motor museum and look out for those who have not had the time before. Then on to Beverley where we stay over night either at the Beverley or Freemason Hotels. You will need to book a room in advance.

After a hearty country breakfast, we will wend our way back to the VMCCWA grounds. The start and finish will be from our club grounds at Hale Rd where you can leave ute's or trailers overnight. Note, on day one, we will ride on about 4km of good unsealed road, just a small taste of roads in the old days. Only pre 1949 bikes will be accepted on the run.

Start time will be 10.00am Saturday 16<sup>th</sup> June. More information closer to the date. Ken Vincent Ph 92932093 Email: [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)



15 July 2018 – Girder Fork Ride

15 July @ 8:00 am – 5:00 pm

**GIRDER FORK RIDE – 15 JULY 2018:** Roger and Roxanne Bowen are hosting this event at 9 Dove Retreat Baldivis on Sunday 15th July 2018. 60 kms of flat country. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all welcome.

Trailer parking available opposite Vals (45 Chandler Ramble.) Coffee and tea available from 8.30am start ride at 9.30am. Lunch available \$10 per head.

Hope to see you all there. Roger Bowen – Ph 0438 945 403



29 July 2018 – Gold Star Run

29 July @ 8:00 am – 5:00 pm

### GOLD STAR ANNIVERSARY RUN 29 JULY 2018:

This event is to celebrate the anniversary of the start of manufacture of the BSA Gold Star, & is open to all Club-eligible 'bikes. As the run is on fairly straight long roads, it is more suited to 50's-on 'bikes, but all are welcome. The route is similar to last year's, but starting at KFC's car park (Mundaring) & goes via The Lakes to York (where we have a half-hour coffee break) then through Spencer's Brook to Toodyay for lunch. The return is back down Toodyay Road, turning off for Chidlow & back to the KFC car park. The start will be at 10 am, with 30 min's for coffee at York & about an hour for lunch in Toodyay, with the back-up leaving at 1.30/2.00 pm. Fine weather has been ordered & the back-up fee is the usual pittance at \$3.00. To find the start, head east on Great Eastern Highway, left at lights in Mundaring & next left into KFC's car park, left again. Dave Weeks Ph 043 999 1584



Gypsy Tour: 9-12 Nov 2018

9 November @ 8:00 am – 12 November @ 5:00 pm

### GYPSY TOUR – 9-12 NOVEMBER 2018:

The Gypsy Tour will be on again for 2018 and this year it will be held a bit earlier to avoid the Christmas Rush and December heat. The base for the tour will be Denmark and I have coordinated with the Albany



Section to have a joint activity and BBQ on the Sunday.

Depart for Denmark from Perth on the 9<sup>th</sup>, return on the 12<sup>th</sup>. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour.

The 2018 Gypsy Tour will include a ride on the Saturday up Mt Shadforth across to William Bay, Elephant Rocks, Green Pool and the chance to visit the Chocolate Factory and wineries on the way. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the

picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs.

Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join me for the run down via Mt Barker pie shop. Pencil in 9-12 November. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now.

**Note:** I would appreciate if anyone interested in attending could now phone or email me to advise of their

intention to attend. I can then contact you closer to the event to advise you of further details and meeting points. You don't need to commit at this stage but just let me know for planning purposes. Murray Barnard 0434215665, [muzza@ozebook.com](mailto:muzza@ozebook.com).



## NEWS

Compiled by Murray Barnard

**ALBANY HILLCLIMB - 3 & 4 NOVEMBER 2018:** Bob Rees from the V&CMCC in Albany has advised that the Albany hill climb will be on this year at a new venue as Mt Clarence is unavailable due to 100 year commemorations for the end of the First World War. The new hill climb circuit will be on Marine Drive starting at Middleton beach. Display and Poker Run on the Saturday as per normal. Details are still to be finalised.



**YORK MOTORCYCLE FESTIVAL:** Matthew Lonegan took out a prize at the Show and shine, runner up in the pre-1987 section. Gary Tenardi was the most consistent in the associated hill climb and caused quite a scene having his

Ariel tested on the dyno in the main street. Give it heaps, Gary. Other participants in the hill climb included Ken Vincent and Richard Blackman. Richard had a ball on his immaculate Velocette Scambler with an open pipe.



**BIKE COLLECTION FOR KIDS IN NEED:** One bike completed two more being made to look great for kids in need, Rob Rowe hard at work. We have plenty more in need of repair. YOUR HELP IS NEEDED. John O'Brien

**2020 AHMF NATIONAL MOTORING TOUR:** Australian Historic Motoring Federation (AHMF) is planning for a Major National Tour with the intent of attracting Veteran, Vintage and Classic motoring clubs Australia wide to Albury-Wodonga during the period **Saturday 28<sup>th</sup> March to**

**Saturday 4<sup>th</sup> April 2020.** More info - **Christine Stevens, President 2020 AHMF National Motoring Tour Committee**  
[info@ftrs.com.au](mailto:info@ftrs.com.au) Ph: 0419 789 151 a/hours.

**BONHAMS AUCTION UK:** Auction held late April 2018, some results which may be of interest...



1976 Z900 sold for AU\$21,000



Ex Scottish Police Brough Superior sold for \$482,000



Moto Guzzi 1971 V7 Telaio Rosso sold for \$57,000



1972 Suzuki GT750 sold for \$22,000



Ducati 1974 750SS project sold \$195,000

**ALBANY CAMBODIA CLUB RUN & FUND RAISING:** This is the result of the Albany section members generous donations, to the flourish Cambodia club run, these are the sewing machines purchased with your help. Well done to all who participated! Albany continues to impress with a positive contribution to the community and promotion of the club. Well done guys.



#### **BLACK DOG RIDE - TOP END 2018: 8th - 18th AUGUST 2018**

Black Dog Riders in every state and territory depart in August to ride throughout regional Australia, starting conversations around depression and suicide prevention, and culminating in a national meet up in the Top End of our vast country!

Black Dog Ride' iconic annual long distance ride is an Australia-wide suicide prevention project raising awareness of depression and suicide prevention in local communities across the country. In August 2018, hundreds of Black Dog Riders are headed to the Top End, saddling up to harness the black dog of depression, start a national conversation about suicide prevention, and support local community mental health projects. Contact the Ride Coordinator - Laree Walker on 0433-453-899 or [wa@blackdogride.com.au](mailto:wa@blackdogride.com.au). The WA riders will be leaving from Yahava Koffeeworks West Swan at 9.30am on 9 August 2018.



### PAUL ARMSTRONG'S 1926 BSA 550CC SIDE VALVE UNDER RESTORATION IN ALBANY:



### LLOYD'S STUNNING RESTORATION OF A 1935 W 35 BSA 500CC TWIN PORT MOTORCYCLE – ALBANY



**OPPORTUNITIES WITHIN THE CLUB:** The following roles are vacant. If anyone is looking for challenging roles which can make a difference, please contact the Secretary. Be aware that the roles require some technical knowledge and a significant time commitment. Roles include:

**WEB ADMINISTRATOR** - The Web Master will organise and maintain the Club domain (vmccwa.com) management. Pay hosting and domain accounts and seek reimbursement. Organise and maintain VMCCWA website hosting account on www.jaguarpc.com. Set up web accounts and maintain hosting settings. Manage website through design and maintenance of Club website. Build and maintain Web Pages and web sites. Modify images and documents, create Web

Pages create Links and Uploads. Convert Chatter to a suitable Web format and upload to Web Site and provide appropriate links. Respond to email enquires re Web Site content and access. Work with the Club to achieve Club aims for the Web Site. Moderate Facebook to accord with Club standards of behaviour. Quality check Web Site periodically and repair broken Links. Backup Web Site (independent of online server) regularly. Publish and maintain various web resources including Bike Shed, Oily Rag, Exec Management Resource and assist with database queries. Maintain database access register. Manage club bulk email system. Assist in the content and design of the Chatter and print requirements. Maintain forms, Rules, By-Laws and Procedures online

**CHATTER EDITOR:** Compile and publish Chatter in print and online. Write & seek content for each edition. Compile distribution lists. Distribute digital copy by email. Liaise with printer for print copy and distribution. Prepares and maintains the annual calendar of events for publication online and in the Chatter. Refers the draft calendar and emerging events to the Management Committee for approval. Liaises with event organisers to verify event details prior to publication.

**PUBLISHER:** - assists with content and design of the Chatter. Manages and organises the printing and distribution of the postal Chatter. Liaise with printer and ensure technical requirements are met.

**ROARING 20s RUN:** – I have had an article published in the Bike Shed Times on the 2018 Roaring 20s Run. Michael Rock's photos of course are a big hit. Have a look online if you were there, you may be immortalised in the article. See here:

<http://www.bikeshedtimes.com/the-roaring-twenties-return-as-old-and-even-older-bikes-hit-the-road/>

– Murray Barnard

**NEW MEMBERS:** Rex Harold and Jeff Sanders with Rex Edmondson – pic by Murray Barnard





# FROM THE SADDLE

By Jim Douglas

**NOTICE OF AGM:** The club AGM will take place on the 4th July 2018 at the club rooms starting at 8 pm.

The committee have decided to bring forward the AGM as there has been some dissatisfaction expressed by a minority of members concerning the club involvement with the York Hill Climb. We believe it is important that the members have their say in the management of the club going forward. This committee have been strong on ensuring that all members observe the Association Act and rules of the club irrespective of allegiance or position. Therefore, we believe it is in the interests of the club to call an AGM now rather than wait until later in the year.

If you wish to nominate for a position on the club committee, a form is included on the print mailing slip. Forms must be completed and returned to Secretary by 6th June at the latest.

The club will be looking for the following positions: Chair, Vice Chair, Secretary, Treasurer and 5 committee members, one of whom will need to be specialising in Communications.

## NEW MEMBER APPLICATIONS:

Eddie Kirby, Barry Staff, Stewart Anderson, Graeme Hearn, Jeffrey Sanders, Peter Thompson, David Laidlaw, Lynton Morgan, Bryan Wilson, Keiron Hunter

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

## MINUTES OF THE VMCCWA MONTHLY MEETING 2ND MAY 2018 HELD AT WATTLE GROVE COMMENCING AT 8.00PM

President: Adrian White, Treasurer: Greg Eastwood, Secretary: Jim Douglas

Members attending: 81 members attended the meeting with 1 visitor

**Apologies:** Mary Green, Chris Davis, Kevin Kerr.

**Microphone Usher:** The usher for the evening was Dave Weeks following his dismount on the Busselton 2-Day.

**Visitors (1)** Bryan Wilson has a number of old bikes. Some strangers were present but did not identify themselves. Rex's words of Wisdom: At a tyre shop in Milwaukee "Invite us to your next blowout", On an Electricians truck "Let us remove your shorts", Outside a Muffler shop "We hear you coming", In the front yard of a funeral home "Drive carefully we'll wait."

**Welfare report:** May is going fine. Ron Cherrington is not going well in a Pinjarra Nursing Home.

**New members:** The following new members were introduced to the club. Walter Catelino, George Loverock, Colin Ellis, Anthony O'Halloran, Bill Jelfs, Shawn Mullally. None of the members were present so their envelopes will be sent in the post.

**Minutes of Previous Meetings:** President called for acceptance/dissenters and business arising. Minutes were approved Dave Weeks, seconded Barry O'Byrne

## Reports:

### Presidents Report

There have been a lot of concern about the wording in the minutes of the 14<sup>th</sup> February committee meeting regarding the Hill climb. We the committee intended no offense to anyone and for those of we did offend we unreservedly apologise. Discussions about those minutes agreed this was a record of a very heated meeting but the facts had to be recorded. However, the choice of words was inappropriate and wrong leading some to see these minutes as a personal attack on a member.

Several letters have been received with widely varied sentiment. We do not intend to read these letters out. They are sent to committee who will consider their content at the next committee meeting and members will be advised of the outcome. There will be no discussion of these matters tonight. This would contravene the Club's Dispute Resolution procedures.

If any member has spare time they could assist John O'Brien and Rob Rowe with our charity efforts on the bike for children activities.

**Coming Events:** Full details in the Chatter

6<sup>th</sup> May Café Hop: Steve Hills will be running this one.

20<sup>th</sup> May: Greg Macham Bygone restorations

27<sup>th</sup> May Arthur Grady Day at Fremantle Maritime Museum arrive at 0900 away by 12:30. Display only event.

## Past events:

Roaring Twenties (pre-31 event) organised by Ken Vincent was excellent with 47 riders for the week-end.

22 April: Economy run was cancelled due to the atrocious weather on the day.

28-29 April Busselton 2-day was a well organised event with around 25 riders on the long or short course. A new route this year. A big thank you to all the volunteers who make the event such a success.



### Correspondence:

A letter received from Flo (Eric Gibbons partner) thanking the club for the flowers received. The flowers were to say thank you for the outstanding efforts of Flo and her team who operated the canteen at the swap meet and made \$750 profit for the club. An outstanding achievement. Two identical letters sent on behalf of the committee to York Council and MAWA that VMCCWA would not be organising the Hill Climb. This to clarify that flyers had been sent out with the VMCCWA logo showing that we were an organiser of the event, which was not the case. A letter from the Unit strata was read out confirming that the pot-holes on site would be fixed in the near future but would cost more due to the holes increasing in size.

### Finance Report

The swap meet showed a good profit this year of \$5,400. Exception effort from Flo and team in the canteen to make \$750 profit. Also to all the volunteers who contributed to make the day a success.

Payments		Receipts	
Acct	Amt	Acct	Amt
Chatter costs	\$834.63	Annual Subs	\$520.00
Chatter Postage	\$294.68	Bank Interest	\$4.78
Rallys & Events	\$111.00	raffles	\$128.00
Rent & Hire	\$362.01	Rallies events	\$1,070.80
swap meet	\$202.84	swap meet	\$1,617.52
Unit	\$1,409.62		
	\$3,214.78		\$3,341.10

	Expense 2018 \$s	Expense paid from float		Deposit 2018 \$s	Profit 2018 \$s
Printing	47.98		sponsor	500.00	500.00
Hall Hire	673.80		Deposit Swap Gate	4,685.00	3,870.22
damage to toilets	40.00				
Flyers	53.00				
Kitchen	154.86		Deposit Swap Kitchen	906.05	751.19
Sausage sizzle		229.00	Deposit Swap Drink Sausage	165.40	347.20
Posters - not swap meet		181.80			
			total profit		5,468.61

**Membership Sec :** Some discrepancy between numbers held by membership sec and sec. This will be resolved before next meeting.

### Dating Reports:

**Pre-31 Michael Rock:** No Report

**Pre 70 Maurice Glasson:** Anthony Pritchett with a 1953 R51 BMW, Lloyd Elliott 1948 B31 BSA, Joginder Singh 1949 A7 BSA, Michael Pate 1969 Triumph T120, Jayne Delves 1967 SS50 Honda and a 1991 ZR Zephyr Kawasaki.

**Post 70 Les Vogiatzakis:** Hamish Stubbs with a 1983 Moto Guzzi V65, Colin Ellis with a 1982 Yamaha XJ 650 Turbo, Robert Howard with a 1980 Suzuki GSX 1100 and a Suzuki GT750, Christopher May with a 1975 Triumph T140V, Michael Pate with a 1971 Norton Commando, Stephen Chaffer with a 1987 Yamaha FJ1200.

**Concessional Licensing: Phil Skinner:** Chris May with a 1975 Triumph T140

**Full to Concessional Inspections:** During April : For Hamish Stubbs a 1983 Moto Guzzi and a 1969 Honda CD90Z. Jayne Delves with the Honda and Kawasaki as above.

### Other reports:

**Library :** Ken Vincent: A Book from the UK the quest for King Dick. Some members overdue on book loans.

**Spares** Keith Weller: All good. Thanks to the guys who support the coffee club.

**Points Officer** SOG: Nothing to report.

**CMC Rep:** There are now 107 clubs in CMC. The Classic car show was thought to be a success with 1000 vehicles on display from 66 motoring clubs. There will be an Annual quiz night at the Cannington Show grounds on the 14<sup>th</sup> July. Further details from John McClean at the motor museum. 404 licensing; both the CMC1 and E81 forms are currently under review.

**Regalia:** Business as usual.

### General Business:

More interest in black club shirts than the yellow ones. Committee will investigate costs.

Trev Stephenson is donating three books for the library. Well done Trev

Eric thought the route sheet (with kms marked) was excellent from Barry O'Byrne for the 2-day event.

### Bits and Pieces

1926 Triumph parts required by Barry O'Byrne

Ken V wants a 1923 Triumph muffler.

Selling a 1989 Kawasaki Trevor Stephenson

The meeting closed at 09:00pm

Adrian White gave a presentation on a Royal Enfield Bullet. Members were surprised at the speed with which the rear guard and seat came off.

President

Secretary.

## MINUTES OF THE VMCC of WA MANAGEMENT COMMITTEE MEETING

Report on Committee Meeting Held 11th April 2018

Notice was provided by Chris Davis that he will be absent from Committee meeting for at least three months due to illness and ongoing recuperation. The committee would like to thank Chris for his efforts this year and wish him a speedy recovery.

### 1. Ian Curtis Invitation to Discuss Letter

GM reluctantly excused himself from the room due to the conflict of interest. The following ruling is from the Associations Act 2015 and it says. "A member of a management committee who has a material personal interest in a matter being considered at a meeting of the management committee must not be present while the matter is being considered at the meeting or vote on the matter."

Ian explained the reasons for his letter. He was unhappy with the Committee minutes in the Chatter concerning Greg Macham and the proposed York Hill climb. He considered it a personal attack on Greg who he thought was working in the best interest of the club. Ian had not sought an explanation from any of the Committee members before writing his letter.

The committee then gave the background to the issues written in the Chatter. These are tabled below:

**13 December 2017 – C'tee meeting,** GM to investigate the viability of a club hill climb at York and report back to committee. No report received

**9 January 2018 C'tee meeting** - GM agreed to produce a list of actions required to make the event happen. It was suggested that a sub-committee be formed to coordinate the activities. This was declined at this stage. (GM) to produce a list of actions for committee to consider for the Hill Climb to happen. No report received

**30 January 18** Advised by president of another club that arrangements made with MAWA and event being promoted by VMCCWA

**2 February 18** Secretary wrote to Greg asking for a C'tee update - no reply received

**9 February 18** flyer received from another club advertising event with VMCCWA logo on it

**11 February 18** GM advises York is not a club event by email i.e. a non-club event

**13 February 18** C'tee advised by GM that hill climb is cancelled due to problems with the promoter and V&CMCC. GM also drops York Motorcycle Festival as a club event. At no time has C'tee been provided with information or documentation on the hill climb by GM. GM directed to withdraw advertising with Club logo on it as event has never been approved and insurance/costs and public liability never determined.

**20 February 18** C'tee minutes circulated for comment or amendment to all c'tee members, no amendments suggested

**28 February 18** GM briefs pre31 Section on York Hill Climb, contrary to advice provided on 9 Feb to the C'tee that it is cancelled

**13 March 18** advice received from other clubs/MAWA that hill climb still on and still promoted as VMCCWA event. C'tee still has not received any written advice on the hillclimb from GM.

**14 March 18** C'tee agrees to write to MAWA and York advising VMCCWA is not a partner in the event.

**11 April 18** C'tee meeting - Still no advice on hillclimb arrangements from GM

Ian was further advised that all committee members have the opportunity to review the minutes before publication and offer suggestions for change. In this case no suggestions were forthcoming. Despite the committee view that a breach of Association and Club rules had occurred, Ian felt an apology was in order. This part of the meeting closed after the views of all parties had been heard, the matter being subject to further investigation by the committee.

A letter was also received by Colin Hankinson with a slightly different theme. This arrived too late to be included in the agenda for this meeting. This will be addressed by a sub-committee of AW, MB and JD.

A letter on the same subject was received from Paul Spittle with an almost identical theme to that of Ian's letter. GM re-joined the meeting at this point.

### 2. Actions completed

MB to take stock of what we have and advise whether any pictures have gone missing. So far some photo's have been found, but not all. The search will continue at the busy bee at the Unit. No further pictures found action closed. MB to setup a sub-committee to create the terms of reference for sections. Sub-committee met on 17th March. CD organise a busy bee at the Unit. 10th Feb agreed as the date. Busy Bee undertaken but not completed. Another Busy bee required. CD to organise. A second busy bee was held on the 17th March.

CD to create an attractive colour flyer with information about the club for the Swap meet. MB will provide graphics (pictures) for CD to make the flyer. It was agreed that 500 copies will be printed and they will use club colours of yellow and black where practical.

### 3. New Member Applications

George Loverock, Shawn Mullaly, Walter Cattelino, Colin Ellis, Bill Jelfs, Anthony O'Halloran. All approved subject to no adverse comments after publication in the Chatter.

### 4. Ken Marshall Room Budget

We agreed a budget of \$6,516 for the partition work, plus a further \$1,065 for insulating the roof of the library A sub-



committee of AW, JD and GE will be authorised to make the final decisions as long as it is within budget.

#### 5. Events -

No new events notified this month.

Mixed messages about whether the Albany Hill climb is on or not. If it does happen it is likely to be first week in November. Art Woldan is looking into a static display for the city of Melville.

Gypsy Tour event to Albany area has been agreed with the Albany section. We will meet for a joint ride and barbeque at their superb club rooms. Pencil in the date of second week in November.

#### 6. Regalia – Tshirts – AW

Some debate over whether we should have black or gold polo shirts, or even both as the official colours. The old gold ones with black outlines are proving to be expensive and we would have to commit to a minimum number which could be expensive, if they sit on the shelf for a number of years. AW has found an alternative source but still relatively expensive using the old design. However, with some alteration to the design we can get lower volumes at a reasonable price. Gold is not a popular colour so there is limited choice. Some members favour the black (unofficial) ones as they do not show the oil marks. It was agreed that we would ask the members at the next monthly meeting for their preference. A review of the decision can be made by a show of hands and brought back to committee.

#### 7. Records of Past Meetings

A review of past minutes archive has revealed that we do have some missing.

Committee minutes from 1975 are available with the early ones all hand written. Later ones are typed and stuck into

the ledgers. However, one book is missing from May 1984 – Feb 1987.

Monthly meeting minutes are only available from June 1989, presumably when the recording started.

Under Association Rules we are only required to keep committee and general meeting (AGM) minutes for 7 years. All of which we have available.

#### 8. Unit

We are awaiting a structural report from Dave Weeks to ensure the air conditioning unit above the Unit office is correctly supported. It was thought the work would happen during the recent busy bee but we ran out of time. Once the report is available the work required will be actioned. There is a large trailer full of rubbish to be removed at some stage. Probably a skip could be ordered and the items disposed of at that point.

Finally, and not an agenda item. The draft financial report from the swap meet showed a good result. Income to the club was up on last year mainly due to the Shannons sponsorship not being used for a prize. Gate income was in line with last year. Exception effort by Flo and team to make \$750 for the club. It was thought a big bunch of flowers for FLO and team would be appropriate accolade for such an outstanding achievement. All the volunteers lead by GM should be thanked for their efforts in making this an exception event.

There being no further business the meeting closed at 9:20 pm





## PAST EVENTS

**ECONOMY RUN:** Sadly, the economy run was a washout. Jim and Adrian braved the weather to see if anyone else arrived. Question now is who of the two achieved the greatest economy. I suggest toss for it!



**CAFÉ HOP:** On Sunday morning the weather was shocking. On the ride from Fremantle to Hillary's I got drenched and did not expect a great turnout, if any. As it was, 10+ riders did arrive at Spinnakers Cafe for the start and the weather cleared. We then proceeded to have a leisurely ride up the coast to Yanchep lagoon for coffee and camaraderie. Sean's "modern bike" needed a push start at this point and I think this would qualify him to be microphone usher at the next meeting! We then rode on to old Yanchep road, skirting around the back of the Barbagallo raceway through market garden territory, yes they still grow cabbages out there not houses. We finished at Leap Frogs Cafe in Wanneroo for more caffeine and camaraderie. There was a great mix of characters and machines with lots of stories to tell. A great time was had by all. *Stephen Hills*





**BUSSELTON 2 DAY RALLY:** No report or results received from the event organiser, but by all accounts, the weather held off this year and was pleasantly warm. Some people got lost, no incidents and participants enjoyed the ride and company.







## ALBANY MATTERS

by Roger Bittner

At our April general meeting Kevin Palfrey was presented with the Outstanding Service Award. Congratulations Kevin, and thank you for your many years of service to our section.



*Kevin Palfrey on the left and Paul Armstrong on the right, making the presentation*

**Kevin Palfrey Profile:** In the early days I was a mechanic for my Uncle when he raced TQ's. The TQ had a Triumph Motor Cycle engine in it hence being the start of my interest in motorcycles. My motorcycling days began in the late 50's - early 60's when I joined the AJS Motorcycle Club which was to become the Albany Motorcycle Club. When I was Secretary of the Albany Motorcycle Club I was mostly involved in the running of events - Scrambles - Club Sports, Short Circuit Racing & Beach Circuit Racing. (Which was held at Ocean Beach at Denmark WA). I then went on to running Open Scramble Events. I travelled to the east coast in the late 60's as a mechanic for a local rider taking part in an Australian Title Scramble event. The largest race meeting I ran as Secretary of the Albany Motorcycle Club was the Australian T.T. Road Racing in Albany in 1968. I had a 1950 ZB33 500cc set-up for short circuit racing. The motor was full of gold star parts, running on methanol. I have owned approx 20 - 25 Motorcycles. British - European - Czechoslovakian & Japanese. I have restored a 1935 Triumph S5 550cc - 1950 ZB500 BSA - Jawa Speedway Bike & several Japanese Bikes. I currently own a 1935 Triumph S5 550cc. 1950 BSA ZB 32 Gold Star - Basket Case. In closing I have met a lot of interesting people & had a lot of enjoyment from motorcycling. My best bike I have owned is the 1950 ZB500 BSA which was set up for short circuit racing. In the early days Frank Bevilacqua's back fence was my side fence & quite often we would scale each others fence with a couple of large bottle of "refreshments" to compare what each other had done on their respective bikes as they were the same model. Since joining the VMCC of WA Albany Section I have been Chairman for 3 Years & I have assisted at every Charity Run. I have been full time trailer back-up for many years. I organised & did the recording at the Hill climbs in Mt Barker & Albany. I have organised & run the Spring Rally for many years which I still do. I ran & helped at Sports & Gymkhana Days, Static Displays, Trach Mach and have always been there to help out when required. I am very honoured to have received the



Outstanding Service Award Certificate & Badge, which were presented to me for my years of service to the VMCC of WA Albany Section. Kevin Palfrey

*Nullaki Run – Sunday 8 April 2018*

Meeting at the Old Gaol (and departing at 10am) we had 16 bikes – 90% being the “older” British ones. Thankfully Albany's lovely autumn weather smiled on us for the day as we headed in an overall westward direction detouring up George St, along South Coast Highway, down Marbellup Rd to Elleker, and lastly along Lower Denmark Rd.

It was along this stretch of road that Ron Pocock was observed trying to get his Bantam up to V1; whether he managed lift off or not I don't know but he made it to Youngs Siding Store, like the rest of us, for a morning cuppa and our usual socializing.

Clearing the dishes away, the group headed southwards down Eden Rd the 6 km to the end of the road at the tip of the said Peninsula – all except Lloyd Elliott who sat on the ground next to his BSA WL35 with a couple of spanners to give it a little TLC. He used some very strange TLC words to talk to his bike (valve lifters was heard among many other words) and the back up driver had to leave him to it. However the TLC must have done the trick as he joined us 30 minutes later in the carpark at the end of the Peninsula, with its fabulous south coast views.

Lunch beckoned back at the Youngs Siding Store and everyone headed in that direction, except Lloyd, whose bike now refused to co operate and start, while generously dribbling fuel over itself. So much so that the bystanders took a few steps further away, in case it DID start!! Eventually a determined running push convinced the machine to start and be on its way.

Lunch, cuppas and more socializing occupied the group for quite a while until the general consensus said time to head home and riders and bikes started up and left – all except Lloyd, whose bike once again refused to co operate and had to be convinced to go home with another push start.

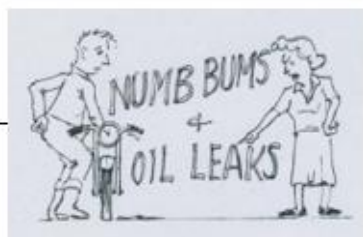
Yep, it was an enjoyable ride, good company, nice destination, good weather, the back up vehicle didn't collect any passengers and thank you John Northcott for suggesting the ride on short notice.

*Bernie Wolfe*

We put up a good showing of bikes at the Tracmach event, and as usual they got a lot of interest. One visitor stood out for me, she was an elderly lady, even older than me, she came over and obviously wanted to talk. When she was a teenager she used to ride pillion on her boyfriends motorcycle, just like one of those I, she was pointing in the general direction of our bikes. She married the young man and they were together for 57 years. He is gone now, but our display took her back to that happy time.

June club run, Note, this has been changed, and instead of going to Norm Bunkers, Lloyd will be organising a run which will finish up at the Kalgan Caravan Park for lunch. July club run to John Northcotts. August. Lloyds run. The deceased riders memorial run will be on the 18<sup>th</sup> of November this year.

Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) Or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)



## NUMB BUMS & OIL LEAKS

by Adrian White (pics by Jim Clark)

Retired Club member Ross Dunstan tells the story of “Auntie Jack,” fellow Club member and interstate truckie. Jack rode an outfit so he packed, his wife on pillion, three very excited grandchildren in the sidecar and set sail for the annual Bikes Unlimited charity ride. All went well with the Vintage Club leading the pack until Trouble!, the third wheel had punctured. The law was on hand to help Jack cross the freeway and take shelter beneath an overpass, where he set to work with tyre levers and patches. To ensure the grandies didn't miss all the fun at the finish the very kind officer bundled Mrs Auntie Jack and the kids into his patrol car, with the understanding Jack could fix the bike and meet up at the

end. Arriving there, after the speeches and formalities were well and truly over and people were drifting away, Jack couldn't find his passengers or the Police car. He asked extensively around the big crowd but no-one could help. Time went by, it was a great relief when a really worried Jack saw the errant Police car arrive safe and sound. The officer had received an urgent call to which he had to respond, the kids had a marvellous adventure!

It was a quiet, balmy late summer evening, beautiful, which he thought a bit ironic in the light of what was about to happen; though maybe it wouldn't eventuate, was it all just

talk and anger that wouldn't stand realistic scrutiny and maybe, just maybe no-one would turn up. He half hoped this would be the case but thought it unlikely. Usually he hated his bike not clean but as he parked it beneath verge trees he was glad the very dirty machine became quite inconspicuous. His nerves jangled a bit when a dog barked nearby, but it was only a bark of boredom, not territorial rights. Further up the street the sweet notes of someone's piano practice fitted perfectly the onset of night. Another block and there was the house, and there in the shadows ten or so guys and a couple of girls and as if his arrival were the trigger Mac said "f\$&@ the bitch, this is for Dave" and he picked a brick from the garden edging and flung it at the house. The missile didn't make the distance, swearing angrily he attacked the letter box and with his renowned strength soon had it lying on the ground complete with it's concrete feet. That seemed to really fire the mob, this was for real, plants were ripped out .bushes trampled and wrecked, handily provided bricks of garden edge flung in a barrage, windows shattering, bricks thudding into the wooden walls, lights came on in the house and next door too, someone screamed, none of the attackers said a word, more voices indicated neighbours were alerted, someone said "that's it, let's get out of here!" As a last brick made it's crashing entry through one of the few remaining windows, the mob dispersed quickly and in silence. Most had parked close to the house and rode off rapidly. Anxious now, he tried to look casual, keeping in shadow of the trees. The pianist still practiced but the dog had sensed something amiss and barked with vigour. The night was still beautiful but he felt confusing emotions ranging from elation to something akin to shame. He hoped no kids had suffered. But then his mind gave him pictures of Dave, a really nice guy he'd met when his own bike broke down and the first bike to happen along was Dave who typically, stopped to help. Dave, on his immaculate Thunderbird, his pride and pleasure, Dave with Mandy, happily planning a life together, and then the awful pictures, the mangled Thunderbird, the miserable damp day of the funeral, that final hole in the earth, the preacher doing his best but in reality little comfort. Mandy, red eyed, aged years, crying tiredly, parents, stony faced Mother not bothering to wipe her tears. The funeral crew, impersonal, efficient, the awful finality of it all. And that bloody woman in court, well spoken and attractive, married and living in this nice suburb, lighting the fuse for today with her blatant contempt for anything on two wheels and her slight "misunderstanding of the road rules" which cost a good man his life. And the magistrate who accepted her explanation, hit her with a fine and a talk about "having to live with this for the rest of her life etc." She didn't appear to be living with it even leaving court. He rode away, not sure whether he felt happy or somewhat ashamed and decided to the extent you could manage emotions he was happy; the deed was done anyhow, the whole affair was terribly sad and justice seemed to have completely failed.

An interesting challenge. Make a sentence which uses the word "and" five times consecutively, and still makes sense. The old Cat and Fiddle Hotel was looking a bit dowdy so the publican hired a sign writer to produce a new sign out front. They both viewed the finished product, and the publican commented, "very nice, though the gaps between Cat and and, and and and Fiddle are not quite the same."

### **BSA BANTAM BOLT ONS, MK1, II and III.:**

It was a chance meeting in Carnarvon a few years ago with Alan Ness whom I vaguely remembered at Wagin School back in the mid 30s. He didn't recall me but he did my elder sister whom he used to sit behind in class and dip her pigtales in the ink well. Anyway, talking, got around to motorbikes and he told of a Bantam that he owned and used on the family farm at Bokal (between Wagin and Collie). He said he paid \$25 for this farm bike and later found many uses for it. The district was suffering from a bad outbreak of Cape Tulip (a toxic weed) and as the farm had inaccessible areas due the boggy terrain in September so was born— Mk 1 Bolt On. This was a platform on the side of the bike with Alan riding and pumping a Rega back pack spray, with his preschool son standing on the platform with the spray wand. This proved a bit dangerous and son eventually had to attend school. So back to the drawing board - Mk II Bolt On. Alan fitted an auxiliary fuel tank and substituted a BSA Gold Star tank, as a spray tank, fitted with a Bedford truck engine oil pump. This was driven from the RH side of the Bantam engine through the chain case to a pulley and via a vee belt to the spray pump. Spraying was by a wand and later a spray bar across the rear mudguard. This worked well and he was able to eradicate the weed. Alan claims to be probably the first in using a P.T.O drive off a Bantam engine and using a Bantam as a bike to spray weeds. Then there were more problems on the land; blowfly strike in his flock so — MK III Bolt On. Alan bought a cable drive shearing hand piece (from Handy Andy's in Hay St.). This was driven by a vee belt from the engine P.T.O. to a bearing block and adaptor mounted on the frame front tube. His "Modus operandi" was to cut out the blown sheep from the flock and shepherd them into a corner of the paddock. There he would dismount, catch, and hogtie them. It was then a matter of fitting up the the hand piece, clearing the "blown wool" and any maggots from the flesh, and disinfecting etc. Alan said the system worked well saving the time in driving the sheep back to the yards. He claimed the engine ran hot but never seized. One of Alan's missions is to find a Bantam so he can bolt on his modified tanks, PTO drive, spray bar and shearing hand piece. This unit he wants to display at the Wagin Woolarama Museum as a static display. So if you have or know the whereabouts of a Bantam that is beyond restoration would you please contact Alan or myself. Being an ex-Bantam owner I consider these adaptations to be quite unique and hence this story for the Chatter, hoping it bears fruit for Alan and an old Bantam.

We all know a woman's mind works a little differently from the male model. My dear daughter Emma, always happy to take a point off her old man highlighted this when she tried the Weakest Link quiz in the May Chatter. Question 2 asked "If you overtake the last person in a race, in which place are you?" The feminine mind says you're in exactly the same place as when you lapped the tail ender. Can't argue with that! At least Emma got all the others wrong.

Amusing Statistic: Went to the drags with long time fan our esteemed parts manager Keith Weller; good event, friendly in the pits and NOISY! Keith noted with the huge blown V8 redlining at 8000 rpm on a six second run, the engine only turns over 800 times. Only a parts manager would come up with that!





## FEATURES

### THE ROAD – MOTORCYCLE RIDING AND WRITING BY T.E. LAWRENCE

One of the best descriptions of riding a motorcycle is by a great writer and soldier: T.E. Lawrence, from his RAF journal, *The Mint*.

*The Mint* is an unusual & often overlooked book. Rough and forthright, it gives an account of the time spent by T.E. Lawrence as an ordinary cadet and airman in the RAF (hiding under the alias T.E. Ross). There is little joy or freedom in the book. However, amidst the depression and squalor one chapter in particular stands out. Lawrence had by this time (1925-26) become an aircraft engineer and he found something in that surpassed his time during the Arab Revolt i.e fast machines and freedom. And most of all, motorcycles. One of the greatest accounts of a motorcycle ride...**The Road:**



“The extravagance in which my surplus emotion expressed itself lay on the road. So long as roads were tarred blue and straight; not hedged; and empty and dry, so long I was rich. Nightly I’d run up from the hangar, upon the last stroke of work, spurring my tired feet to be nimble. The very movement refreshed them, after the day-long restraint of service. In five minutes my bed would be down, ready for the night: in four more I was in breeches and puttees, pulling on my gauntlets as I walked over to my bike, which lived in a garage-hut, opposite. Its tyres never wanted air, its engine had a habit of starting at second kick: a good habit, for only by frantic plunges upon the starting pedal could my puny weight force the engine over the seven atmospheres of its compression.

Boanerges’ first glad roar at being alive again nightly jarred the huts of Cadet College into life. ‘There he goes, the noisy bugger,’ someone would say enviously in every flight. It is part of an airman’s profession to be knowing with engines: and a thoroughbred engine is our undying satisfaction. The camp wore the virtue of my Brough like a flower in its cap. Tonight Tug and Dusty came to the step of our hut to see me

off. ‘Running down to Smoke, perhaps?’ jeered Dusty; hitting at my regular game of London and back for tea on fine Wednesday afternoons. Boa is a top-gear machine, as sweet in that as most single-cylinders in middle. I chug lordlily past the guard-room and through the speed limit at no more than sixteen. Round the bend, past the farm, and the way straightens. Now for it. The engine’s final development is fifty-two horse-power. A miracle that all this docile strength waits behind one tiny lever for the pleasure of my hand.

Another bend: and I have the honour of one of England’ straightest and fastest roads. The burble of my exhaust unwound like a long cord behind me. Soon my speed snapped it, and I heard only the cry of the wind which my battering head split and fended aside. The cry rose with my speed to a shriek: while the air’s coldness streamed like two jets of iced water into my dissolving eyes. I screwed them to slits, and focused my sight two hundred yards ahead of me on the empty mosaic of the tar’s gravelled undulations. Like arrows the tiny flies pricked my cheeks: and sometimes a heavier body, some house-fly or beetle, would crash into face or lips like a spent bullet. A glance at the speedometer: seventy-eight. Boanerges is warming up. I pull the throttle right open, on the top of the slope, and we swoop flying across the dip, and up-down up-down the switchback beyond: the weighty machine launching itself like a projectile with a whirr of wheels into the air at the take-off of each rise, to land lurchingly with such a snatch of the driving chain as jerks my spine like a rictus. Once we so fled across the evening light, with the yellow sun on my left, when a huge shadow roared just overhead. A Bristol Fighter, from Whitewash Villas, our neighbour aerodrome, was banking sharply round. I checked speed an instant to wave: and the slip-stream of my impetus snapped my arm and elbow astern, like a raised flail. The pilot pointed down the road towards Lincoln. I sat hard in the saddle, folded back my ears and went away after him, like a dog after a hare. Quickly we drew abreast, as the impulse of his dive to my level exhausted itself.

The next mile of road was rough. I braced my feet into the rests, thrust with my arms, and clenched my knees on the tank till its rubber grips goggled under my thighs. Over the first pot-hole Boanerges screamed in surprise, its mud-guard bottoming with a yawp upon the tyre. Through the plunges of the next ten seconds I clung on, wedging my gloved hand in the throttle lever so that no bump should close it and spoil our speed. Then the bicycle wrenched sideways into three long ruts: it swayed dizzily, wagging its tail for thirty awful yards. Out came the clutch, the engine raced freely: Boa checked and straightened his head with a shake, as a Brough should. The bad ground was passed and on the new road our flight became birdlike. My head was blown out with air so that my ears had failed and we seemed to whirl soundlessly between the sun-gilt stubble fields. I dared, on a rise, to slow

imperceptibly and glance sideways into the sky. There the Bif was, two hundred yards and more back. Play with the fellow? Why not? I slowed to ninety: signalled with my hand for him to overtake. Slowed ten more: sat up. Over he rattled. His passenger, a helmeted and goggled grin, hung out of the cock-pit to pass me the 'Up yer' Raf randy greeting.

They were hoping I was a flash in the pan, giving them best. Open went my throttle again. Boa crept level, fifty feet below: held them: sailed ahead into the clean and lonely country. An approaching car pulled nearly into its ditch at the sight of our race. The Bif was zooming among the trees and telegraph poles, with my scurrying spot only eighty yards ahead. I gained though, gained steadily: was perhaps five miles an hour the faster. Down went my left hand to give the engine two extra dollops of oil, for fear that something was running hot: but an overhead Jap twin, super-tuned like this one, would carry on to the moon and back, unfaltering. We drew near the settlement. A long mile before the first houses I closed down and coasted to the cross-roads by the hospital. Bif caught up, banked, climbed and turned for home, waving to me as long as he was in sight. Fourteen miles from camp, we are, here: and fifteen minutes since I left Tug and Dusty at the hut door.

I let in the clutch again, and eased Boanerges down the hill along the tram-lines through the dirty streets and up-hill to the aloof cathedral, where it stood in frigid perfection above the cowering close. No message of mercy in Lincoln. Our God is a jealous God: and man's very best offering will fall disdainfully short of worthiness, in the sight of Saint Hugh and his angels. Remigius, earthy old Remigius, looks with more charity on and Boanerges. I stabled the steel magnificence of strength and speed at his west door and went in: to find the organist practising something slow and rhythmical, like a multiplication table in notes on the organ. The fretted, unsatisfying and unsatisfied lace-work of choir screen and spandrels drank in the main sound. Its surplus spilled thoughtfully into my ears.

By then my belly had forgotten its lunch, my eyes smarted and streamed. Out again, to sluice my head under the White Hart's yard-pump. A cup of real chocolate and a muffin at the teashop: and Boa and I took the Newark road for the last hour of daylight. He ambles at forty-five and when roaring his utmost, surpasses the hundred. A skittish motor-bike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties, and the hint, the provocation, to excess conferred by its honeyed untiring smoothness. Because Boa loves me, he gives me five more miles of speed than a stranger would get from him. At Nottingham I added sausages from my wholesaler to the bacon which I'd bought at Lincoln: bacon so nicely sliced that each rasher meant a penny. The solid pannier-bags behind the saddle took all this and at my next stop a (farm) took also a felt-hammocked box of fifteen eggs. Home by Sleaford, our squalid, purse-proud, local village. Its butcher had six penn'orth of dripping ready for me. For months have I been making my evening round a marketing, twice a week, riding a hundred miles for the joy of it and picking up the best food cheapest, over half the country side".

*I took the following pictures at Lawrence's cottage, Clouds Hill in Dorset, along the road where he was so sadly killed. It is an extraordinary place to visit and to remember the life of this incredible man. Murray Barnard*



#### **SOME BIOGRAPHICAL BACKGROUND TO AUBREY MELROSE AND BIRKIN WHO WERE MENTIONED IN AUB'S LETTER FROM THE TT IS THE LAST ISSUE OF THE CHATTER:**

**AUBREY George Melrose** was born on 12 November 1900, just eight weeks before the foundation of the Commonwealth of Australia on 1 January 1901. Aub's long, adventurous life was so rich and varied that it is difficult to know what to leave out. He was a boxer, a gymnast and an athlete; at the age of 15 he went to the opening of the Panama Canal to speak on behalf of the YAL; and his motorcycle and car racing careers spanned more than forty years. He turned to motorcycle competition when barely out of his teens, and he made such a name for himself as a talented, daredevil motorcyclist that he finished up in the UK in 1926, riding for the Sunbeam motorcycle firm. He was the first Australian to ride at the Isle of Man in the famous TT, and in the Ulster Grand Prix. Back in Australia Aub was instrumental in setting up the now-famous Harley Scramble, and was so good that he promptly won three out of the first four! A bad-racing accident in the late 1920s nearly severed his foot, and he faced the onset of the depression unemployed and on crutches, but overcame both of these obstacles and established his successful garage business.

Aub Melrose was also keenly interested in cars, in particular the ubiquitous Austin 7, and in 1922 he was one of the prime movers in the foundation of the W A Car Club, which catered for those motor enthusiasts who wanted a milder, on-road form of motor sport rather than the all-out



racing offered by the WASCC. This led him into car trials. In 1936 he and his wife Gwyn scored a major triumph when they drove their tiny 1921 Austin 7 across the Nullarbor, won the South Australian Centenary Trial against all comers, and then drove home again. This was not the first of his Nullarbor crossings – eventually; he crossed the desert no fewer than 52 times, including the first lone crossing by motorcycle.

He was so convinced of the need for a proper road that in 1935 he led a delegation to Canberra to petition the Government on the matter. It wasn't until 1942 that the first actual road linked the East and the West (before then it had been a route rather than a road) and he was the first civilian to use it. Constructed by the army, it was known as the Military Road until later renamed the Eyre Highway. His damaged foot (and possibly his age – he was almost 40) kept him out of the Army when War broke out, so he served in a civilian capacity by instructing army dispatch riders in the techniques of rough riding.

Aub actually started car racing in the 1930s, and from about 1937 entered most of the round-the-houses races – including the famous Patriotic Grand Prix – invariably in the valiant little Austin 7. The WASCC pretty well dissolved during the War years, but Aub was one of the enthusiasts instrumental in getting the Club going again and, in particular, staging the massively successful Victory Grand Prix at Caversham in 1946. The inevitable Austin 7 gave way to a variety of cars in the post-war years. He bought a damaged MG TD and built it up for the 1951 Australian Grand Prix; raced an Austin Healey 100M to second place in the 1956 six hour Race; competed in Round- Australia Trials in Austin A40, an Austin A70 and then an Austin A95; and in 1960 drove a Porsche to fourth outright in the Touring Car Championship and sixth outright in the Six Hour Race, at an age when most men are content merely to talk about such things.

Over the years Aub Melrose occupied just about every position in both the WA Car Club and the WA Sporting Car Club, became Life Member of both, and was held in the greatest of esteem by all who knew him. In the early 1970s he suffered a series of strokes, which left him partly paralysed, and he could only move about, and talk with the greatest of difficulty. In his last years he was in and out of hospital, and he died on 18 November 1978, six days after his 78th birthday, but lives on in the memories of the many friends who will never forget him.

**Charles Archibald Cecil "Archie" BIRKIN** (30 March 1905 – 7 June 1927) was a British motorcycle racer, brother of Tim Birkin, one of the "Bentley Boys" of the 1920s. He was born into a wealthy Nottingham family in 1896. He was the son of Sir Thomas Stanley Birkin, 2nd Bt. and Hon. Margaret Diana Hopetoun Chetwynd. During an early morning practice session for the 1927 Isle of Man TT, Archie Birkin swerved to avoid a fish-van travelling to Peel and collided with a wall at Rhencullen and was killed instantly. The

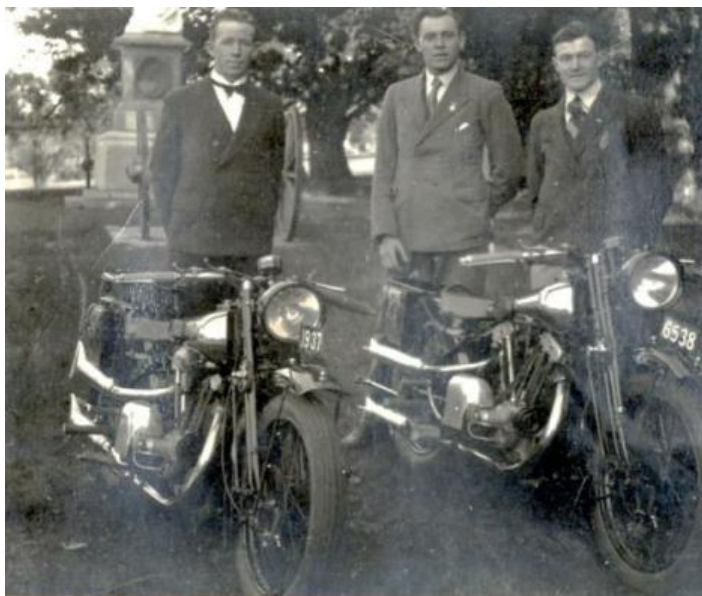
corner in Kirk Michael on the A3 primary road where the accident occurred was renamed 'Birkin's Bend.' From 1928 practice sessions for the Isle of Man TT Races and Manx Grand Prix were held on closed-roads. A regrettably short-lived marque, McEvoy built motorcycles from 1924 to 1929, its most famous creations being the fearsome Anzani and JAP-powered V-twin racers. In the hands of ace-rider George Patchett, McEvoy's, in both solo and sidecar trim, stormed to notable successes on the steeply banked Brooklands Circuit at Weybridge. Old Etonian Michael A McEvoy ran his motorcycle operation from the tiny village of Duffield on the busy A6 road just North of Derby. His full time employment was at the nearby Rolls-Royce Derby factory where he honed his engineering skills.

The first eponymously named motorcycle appeared in 1924 and McEvoy made its Motorcycle Show debut at the Olympia Exhibition the following year. On show there, and reviewed to much acclaim, were 350cc Blackburne and 500cc JAP-powered singles and a show-stealing 1,000cc Anzani V-twin. 1926 was a landmark year for young Michael McEvoy, his business now being well established and he himself having quit his employment at Rolls-Royce to devote his energies to his fledgling business. He relocated that year to larger premises in Leaper Street, Derby, and George Patchett moved from Brough Superior to join McEvoy as Competition Manager.

That same year substantial financial backing came from Cecil Allorhead ('Archie') Birkin, brother of Sir Henry ('Tim') Birkin, one of the famous 'Bentley Boys' and backer also of Bentley Motors Ltd. With McEvoy's Rolls-Royce background, Patchett's experience at Broughs and Birkin's financial clout, here was a potentially winning formula. That same year McEvoy's range expanded to include a JAP-engined 8/45hp, overhead valve, V-twin, a state-of-the-art super-sports model guaranteed capable of 100mph. Contemporary McEvoy advertising boasted 'The Fastest All-British Big Twin' and that their machine 'holds all high speed British records worth holding in its class'. The fearless Patchett broke nine World Records and won the Championship of Southport on the sands there in 1926 at 116 1/2mph.

It had been McEvoy's intention to build bespoke motorcycles for the wealthy and discerning, much in the manner of George Brough at nearby Nottingham, however financial necessity saw McEvoy adding models to cover almost every capacity class, even down to a 172cc Villiers-powered lightweight. Despite business pressures Michael McEvoy still found time for exciting development projects on the drawing board and an all-new four-cylinder prototype, along with a range of overhead-cam singles, was exhibited at Olympia in 1928.

Sadly none of these models reached series production. The death of 'Archie' Birkin while practicing for the TT in 1928 lost McEvoy his major financial backer and this was a blow which was to prove not just crippling but fatal.



*Two Brough Superiors photographed beside the Boer War Memorial at Kings Park, wonder where they are now?*



*1926 FN Model 70 350*

## **OIL AGING AND DEGRADATION: WHY DO I NEED TO CHANGE THE OIL?**

The reason is two-fold: To drain out oil that is no longer useable. To drain out any build-up of contamination.

The actual Oil Change Interval (OCI) varies, but a lot depends on the use of the machine or in the case of vehicles, the driving style as to exactly when it needs changing. For simplicity, most manufacturers now suggest 12k miles or once a year as opposed to every 6k or even 3k miles that used to be the norm as recently the mid 1990s in the UK for passenger car engine oils. Oil will age irrespective of whether it is used or not. In fact, short trips or short run periods in cold weather will harm the oil more than extended run-time or trips will. Extended runtimes allow much of the harmful build-up of moisture, unburnt fuels and acids to evaporate from the oil. Many modern cars are now able to utilise an algorithm in the ECU to determine the required oil change interval based on a number of factors such as duration of use, ambient temperature, speed and acceleration. Owners that drive slower and/or for longer will have longer OCI's than owners who drive faster and/or on shorter runs without full warm-up. Some executive cars are fitted with oil condition sensors that measure the true state of the oil rather than hazarding a guess. However, with older classics, the simple "Oil Spy" type test as used by mechanics over the years will identify when the oil is due for a change. But, your classic car's handbook states every 3k miles or possibly every 6k miles. Which is correct for that era when the oils available weren't to the same quality as those available today. As late as 1980, the MGB handbook for the B Series engine recommends an OCI of 6k miles and six months whichever came first whereas later in the 1990s the A Series was 6k miles or 12months, whichever came first.

So can this OCI on my classic engine be extended?

In theory, yes;

- ☐ If an engine is running on synthetic oil then less wear is taking place so then the build up of contamination is lessened.
- ☐ The base oil will be longer lasting and remain in specification for longer despite the temperature stress.
- ☐ There is less corrosion risk from the lack of Sulphur impurities in the synthetic base oil.
- ☐ If you are using an updated fuel injection system and electronic engine management ignition system there will be less build up of fuel dilution and harmful combustion by-products as a result of a poor state of tune.

What must be remembered with US engines is that the cost of oil in the US market was insignificant and so even as recently as 2004 with the MG ZT 260, we saw OCIs of 5k miles on the Ford V8 used in the ZT260. So whilst European and Japanese engines have much longer OCIs, the oil specified is of a much higher grade at a higher cost. But it is swings and roundabouts, you pay more but less frequently.

## **If I drain old oil from my engine, it seems thick and black, why?**

Oil, like fine red wine, ages and oxidises. The process of oxidation is naturally occurring in the oil, but the rate at which this happens depends on the following factors:

Temperature – the higher the temperature, the shorter the oil life. Based on the Arrhenius Rule, for every 10°C increase in temperature above 40°C, the oil life is halved.



Moisture – the more water present the faster the oxidation rate

Oxygen – the more oxygen from splashing induced by low oil levels the faster the oxidation rate

Catalytic reactions – most typically from copper and other wear debris particles

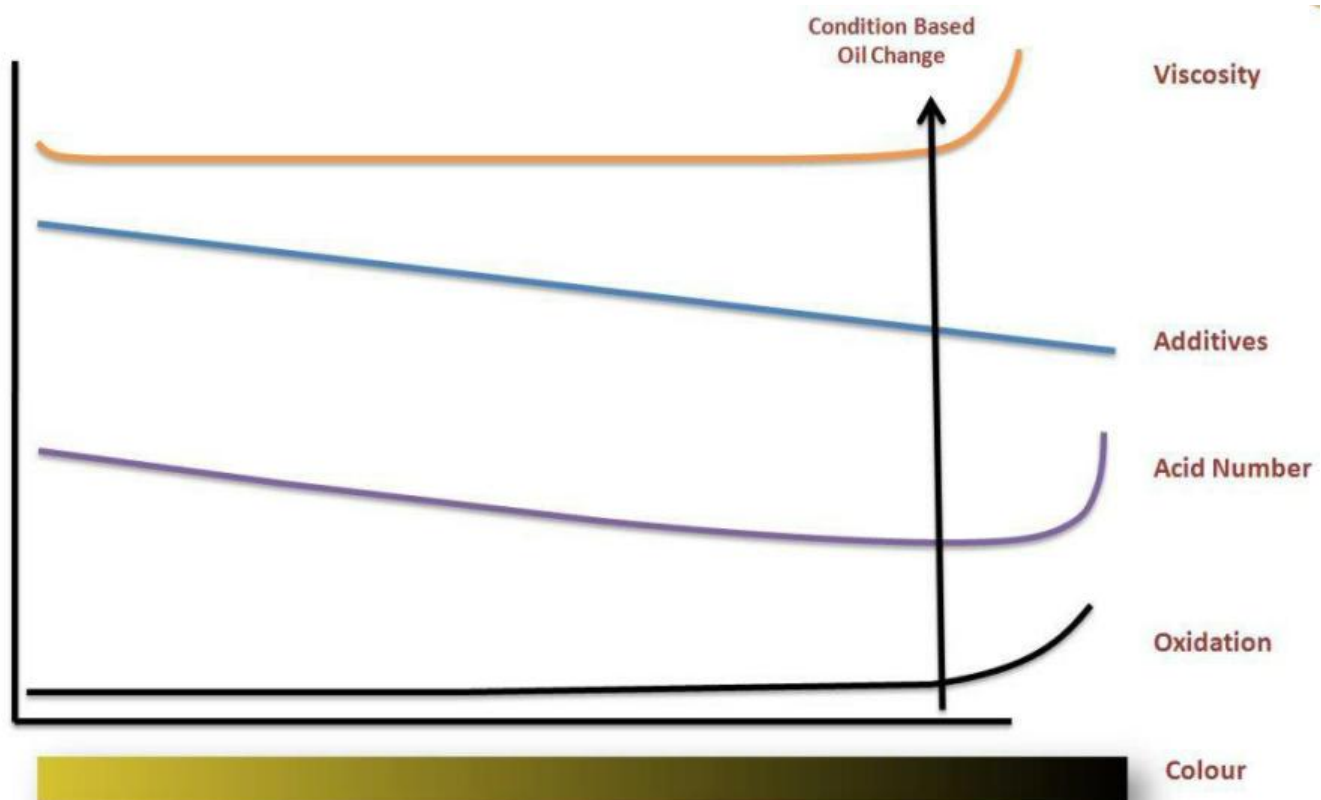
The condition of the engine – ring wear, fuelling etc

The quality of the base stock oil in terms of the levels of impurities

The quality of the additive pack in terms of the anti-oxidants available to slow down the oxidation rate of the oil.

As the oil oxidises, there are two parallel problems arising.

- Firstly, as a result of the oil molecules reacting and joining together, the oil becomes thicker and darker. The heavier the molecules become, the heavier, or thicker, the oil gets to be.
- Secondly, a by-product of the oxidation is the formation of acids, which increases the risk of corrosion of component surfaces. Examine an old engine and look at the chemical damage that is visible on the surface of the component. It is always advisable to change the oil prior to storing a classic for Winter rather than at the end of storage.



**Figure 2 - The Life Cycle of Oil - Ideally oil will be changed when the maximum useful life has been attained (condition-based) rather than by a schedule where the oil may be still fit for purpose or even beyond its use-by-date.**

In order to counter acid build-up from combustion by-products and oxidation, some of the additive package is over-based in order to neutralise these harmful acids occurring in the oil. One of the primary sources of acid in engine oil is usually the result of fuel dilution. Fuel also contains Sulphur impurities and this can react with water from combustion and condensation to form Sulphuric Acid. However, the level of Base Reserve in the oil depletes with time as it neutralises harmful acids and hence this is another reason to change the oil to ensure there is always sufficient Base Reserve to counter acid contamination. Remember that when you drain an engine oil, there is as much as 20% oil remaining residual in the block and cooler, and just 10% residual of severely degraded old oil will damage the new oil's additive package within hours. So if you have missed a service, have the oil changed, then run the engine for some time (50 miles or so) and then change the oil again. Older engines running on carburettors and points-based distributors or injector pumps generally have less efficient combustion than their modern counterparts. The engine goes off tune after a period of running until its next service with new points and plugs. Therefore the contamination from combustion on the oil is proportionately higher than on modern engine oils. Allied to better quality, cleaner fuels and base stocks and adpacs, the OCIs have increased significantly to as much as 30k miles and 24mths on some cars, albeit with a need for very expensive synthetic oil.

*Courtesy: Kew Engineering (UK)*



## CLASSIFIEDS

*All ads will run for **maximum of 3months**. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)*

### FOR SALE:

#### New Ads

**KAWASAKI 600R** 1989 Kawasaki GPX600R only done 69745Km on full license can be club registered \$2200. Trevor 0402027946

**1979 HONDA CB 650 Z SOHC FOUR WITH DUSTING SIDECAR** on heavy duty chassis.

Twin hydraulic front discs, new "MAC" 4 into 1 exhaust and megaphone system fitted in March 2016.

Good tyres and chain. Comes with complete spare rear wheel. Owners manual supplied.

On Club license. \$7500. Phone Trevor (466) Albany. 0898426545 or 0429386033



**SUZUKI VX800 FOR SALE.** 1990 67000 kms Fresh Paint in 2017. Rego paid until August.

0422910764 \$2499 Lewis Chave



#### Relisted



**YAMAHA FJ 1200:** it's a 1986 - American Model with 32302 mls on the clock priced to sell @ \$4500 ono. Phone 0427 364 977. Terry McKie



**1975 Honda 400:** Over 2,000 spent, new Timing chain new Tyres \$8,500 98413040 Richard Turpin Albany Ph 0427448889

**CHEAP 6 X 4 BOX TRAILER:** Has bolt in channels for two motorcycles. licenced and average condition. \$550 neg Sean Killalea 0423321279



**1985 HONDA VF1000 F2:** V4 water cooled Honda. 1000cc. Club licenced. Good runner. Paint average. Original mufflers \$2800 Ono Sean Killalea 0423321279



**COMPRESSOR:** 3 phase, good working order - \$250 ono. **REAR DRIVE FOR SPEEDO CABLE:** mid 50s bikes - for \$200 brand new - Alan 94010865

**BSA FRAME C10 L-S** in very good condition, with rear plungers and engine plates & separate bottom end \$300 - Terry Germain, Busselton 97554613 or 0448313171 or email [tgermain@bigpond.net.au](mailto:tgermain@bigpond.net.au) for photos

**FOR SALE BSA PARTS A10, A7, M20/21, B31/33, C11/10** - all at swap meet prices - Terry Germain, Busselton 97554613 or 0448313171 or email [tgermain@bigpond.net.au](mailto:tgermain@bigpond.net.au) for comprehensive priced lists

**1982 YAMAHA XJ650 TURBO PROJECT**  
Good points - Bike is basically complete and has a straight frame, Tyres great, Brakes good, Seat good, Tank no rust. Has compliance plate, frame and engine number and is NOT a repairable write off. This bike is build number 167 of around 8000 worldwide and has matching engine and frame numbers. Bad - Is a non runner and has some minor damage from a low speed drop. Everything is there for a great project whether it is brought back to original (valued app \$5000) - \$2500 neg. Can assist with transport in the Perth northern suburbs. Sean Killalea 0423321279



**GPZ 900 KAWASAKI** - Project Bike - Sean KILLALEA 0423321279

#### Expiring Ads

**BSA A10:** Plunger Frame 1950: No rego. New horn, newly rewired, new battery, new handlebars & mirror, rebuilt teles, new mufflers, new front wheel and tyre. Runs well \$9,000 Jeff 0456057239



## WANTED:

**47 MODEL 3T TRIUMPH** – my old bike, Trophy TR5 lookalike. Small head lamp and cut-out button. Rubber gaiters on the forks, siamese pipes, painted letter box red. Name "Rastus" in black and white scross on tank. Wondering where it has ended up. Clive 95255345

**1 1/2 " GP 1. CARBURETTOR**  
Colin Tie, 9295 6875 or 9295 1601

## SERVICES:

### New Ads

**SMALL ENGINEERING JOBS** undertaken- turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons ( member/ship 280), phone 9496 1508, or Steve Shelton 0472 730 333.

**SPOKE WHEEL SERVICES.** Motorcycle wheel building specialists. New spokes sets made to suit. New rims supplied, steel and alloy. New tyres and tubes for the older bikes.  
Unit 1 / 5 Fonts Place Embleton. (08 9377 0175) Brian Morgan. #959.

**SUMO RUBBER Co.** We are a small e-shop business specialising in reproduction parts for Yamaha motorcycles especially classic and vintage models. Our niche are obsolete parts, that Yamaha no longer makes. Most of our products are suitable for motorcycles such as RD250, RD400, RD350, YDS7, YPVS models and others. We ship parts worldwide using tracked service which usually takes 5-7 working days to reach our customers in Australia.

Please check out our website: <https://sumorubber.com> Sumo Rubber Ltd. 272 Bath Street Glasgow G2 4JR. Discount code for members of VMCCWA club. Enter the code WABIKE18 in the Coupon section of the shopping cart, to be given a 15% discount on your order.

### Expired Ads

**PETER SCOTT MOTORCYCLES** - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

**ABRASIVE BLAST CLEANING:** (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

**WELDING REPAIRS:** Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

**VINTAGE STEEL-MUDGUARDS AND FENDERS** -Vintage motorcycle mudguards made to order, [www.vintagesteel.com.au](http://www.vintagesteel.com.au). Made to original spec or custom rolled. AJS to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au) or Andrew Repton 0409 371001 [andrew@vintagesteel.com.au](mailto:andrew@vintagesteel.com.au)

**OLD SCHOOL MOTORCYCLE SERVICES & REPAIR:** Same day servicing, restoration work, porting of cylinder heads, suspension work, special engine rebuilds, winter projects, pick up and delivery in the Perth Metro Area (small fee applies). John Whittington - Unit 4/3 Marchant Way, Morley WA 6062 Ph: 0411636371 [johnosmsr@gmail.com](mailto:johnosmsr@gmail.com)

**CUSTOM BIKE ELECTRICS RESTORATIONS:** Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willetton 6155

**MURRAY CANN ELECTRONIC SERVICES:** Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@inet.net.au](mailto:murray.cann@inet.net.au)

**ALUMINUM POLISHING** - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

**BSA GOLD STAR**, B31/33 gaskets & parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or reboring and resleeving. Don Price 9304 3807

**MOULDS** to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239



☐ **THEY** say that certain types of music can take you to another place. This is very true; I was in the pub the other night and a James Arthur song was playing on the jukebox, so I went to another pub.

**Peter Crompton, e-mail**

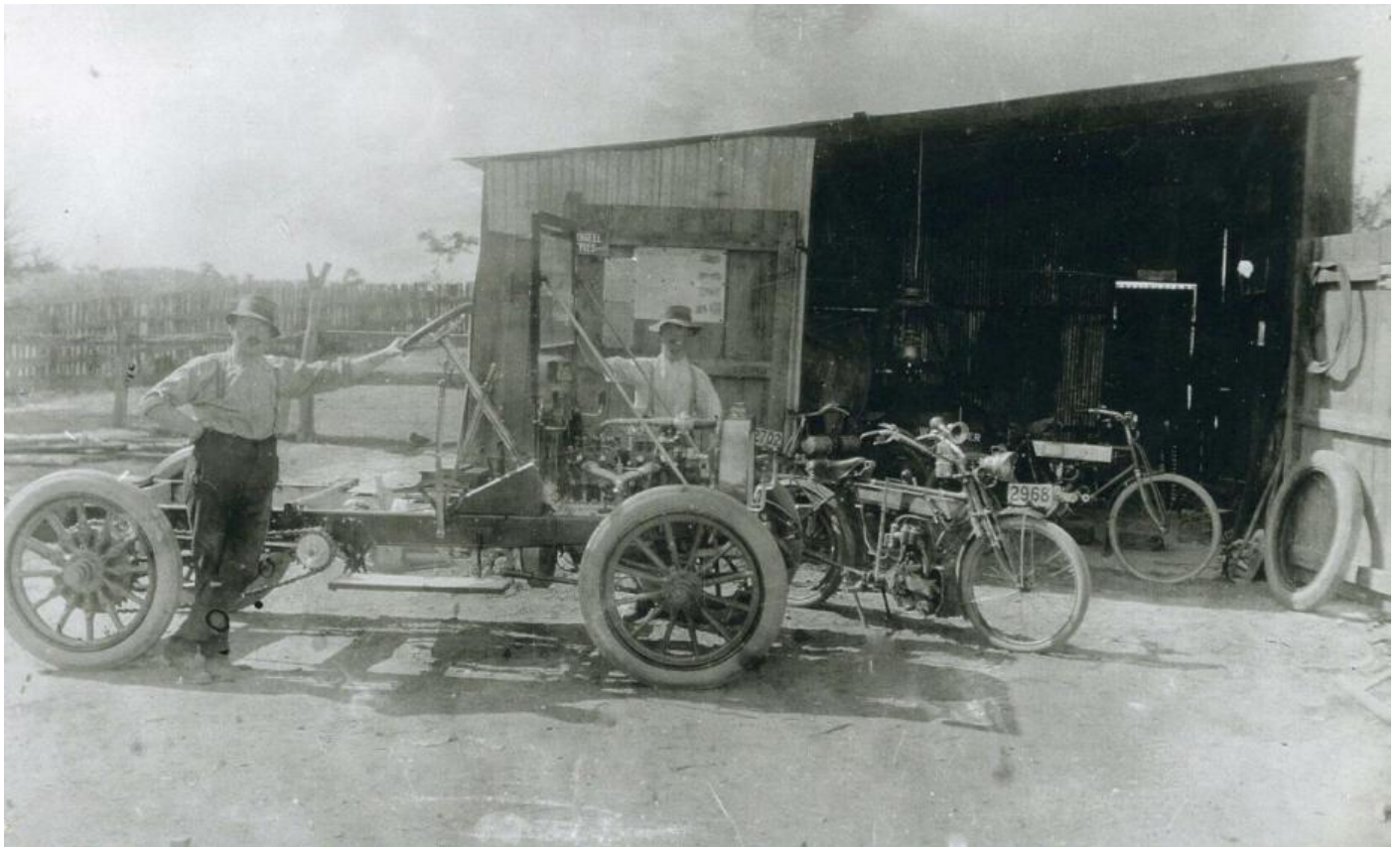




Rye 1935



Photo taken in Rye UK – by Murray Barnard, no BSAs in sight sadly....



*Fabulous period photo taken in Tasmania, featuring a Zenith, Moto Reve and a Gradua tucked away behind*

**Inside Back Cover** – Terry Burrows with his Norton Commando at Classic Section BBQ – pic Murray Barnard







# VMCCWA



# GYPSY TOUR

## DENMARK 9-12 NOV 2018

### Details in the Chatter

Register your interest now with Murray Barnard 0434215665 or email [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)







# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

JULY 2018





# CONTACTS

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**Club Patron:** Rex Edmondson

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## MANAGEMENT COMMITTEE

**President/Welfare Officer:** Adrian White - 0438335563  
([sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com))

**Vice President:** Murray Barnard 0434215665  
[ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)

**Secretary/Event Logs and 404 Regulation:** Jim Douglas –  
94016763, PO Box 858, Hillarys WA 6923  
([secretary@vmccwa.com](mailto:secretary@vmccwa.com))

**Treasurer:** Greg Eastwood – 0438041072  
([greg.eastwood@vmccwa.com](mailto:greg.eastwood@vmccwa.com))

### Committee Members:

Chris Davis – ([chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au)) – 0411702356  
Greg Macham – 0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

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## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** vacant

**Assistant Editor:** vacant

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## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 ([philskinner741@bigpond.com](mailto:philskinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
([michael.rock@iinet.net.au](mailto:michael.rock@iinet.net.au))

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
([mvg50@bigpond.com](mailto:mvg50@bigpond.com))

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time  
and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946  
[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Martin Rankin – 0468468271

**Significant Events Organiser/Swap Meet:** Greg Macham –  
0477021870 ([gmacham@bigpond.com](mailto:gmacham@bigpond.com))

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineer:** Owen Page

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker:** Andrew Hobday – 0411358428

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**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358  
Acc 481977532)

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**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009  
787 ([ian.curtis@vmccwa.com](mailto:ian.curtis@vmccwa.com))

**Treasurer:** Chris Davis – [chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au) (fees payable to  
BSB 126547 Acc 22110619)

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

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**Albany Section Chair:** Paul Armstrong – 0417051378  
([patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au))

**Albany Section Secretary:** Roger Bittner – 98446524  
([rokebit@gmail.com](mailto:rokebit@gmail.com))

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844  
4081 ([billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

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## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6  
Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at  
Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little  
Grove Chalet Assoc', Little Grove Albany.

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**EVENT BACKUP:** John Mills 0421738853 (when available)

**WATTLE GROVE CLUBROOMS CARETAKER:** call if access to  
Clubrooms is required for your event Ph. 94532728

**PARTS STORE:** Open Weds 9am -12 Noon & monthly meeting  
nights from 7pm

**BANK TRANSFERS to – B.O.Q. BSB – 126547 Acc – 21998733**

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**Club Postal Address:** PO Box 858, Hillarys, WA 6923: Website [www.vmccwa.com](http://www.vmccwa.com) : Facebook: [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa)  
(to view and post, you need to register on Facebook first and then message web admin to gain access)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related  
information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to  
publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to  
[web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for all members. In engaging with members, approved events will be advised in  
advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always  
advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is  
paramount, you will only ever receive Club authorised bulk emails through the club website/web administrator.





## VITA BREVIS

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This is my last Chatter for now. There is a lot of negative energy around the Club at present and most of it is absolutely unwarranted and confected. Fortunately there are nominees for committee who do understand the legal responsibilities of being a committee member. As such, I would encourage people to support those who actually have a proven track record of making a positive contribution to the Club. Namely Trevor Stephenson, Barry O'Byrne and Paul Peghini.

Trevor Stephenson is a hard working, committed official of the Club who has delivered an effective and essential service to all members for several years. Trevor is a committed member and official who brings a diverse range of experience and integrity to the Club. Trevor deserves your vote for President.

Barry O'Byrne is a former President and long serving Club official who brings extensive experience and enthusiasm for inclusive events to the Club. Barry has a very good understanding of the requirements of the Club and in organising Club events for ALL members. Barry is a strong leader who will ensure that the views of all members are reflected in Club decisions.

Paul Peghini has always been an active member who has made a positive contribution to the running of the Club. Paul is responsible, takes initiative and is interested in all facets of the Club and wishes to bring his skills and business acumen to the running of the Club by joining the committee. Paul is personable, dedicated and a fine member of the Club and his interest in joining the committee is commendable.

In nearly 14 years, I have spent many years on the Committee, organised events, administered the web and online Club resources, been Vice president and lead the Technical Sub-Committee. It has been a very time intensive process for me and in the current atmosphere it is time to step aside, for now, and focus on all the issues that have suffered over the years such as home and garden maintenance, riding bikes, friends and family.

I must thank the good hard working officials of the Club who keep the association running, organise events and seek camaraderie (and I include Albany in this). I have previously acknowledged most officials and the work they have done. Sorry for anyone I have missed. It really does pay to remember that the Club is run by volunteers and these people need to be nurtured and valued and their time limitations acknowledged.

*Murray Barnard*  
Vice President

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## ROUNDUP OF COMING CLUB EVENTS

**July 2018**

**Compiled by Murray Barnard**

Always check this calendar online, via phone, PC or tablet - <http://vmccwa.com/wp/events/list/> for updates – no login required



8 July 2018 - Midland Workshops  
8 July @ 8:00 am - 5:00 pm

**8 July 2018 - MIDLAND WORKSHOPS:** The annual joint display between the Machineries Club & VMCC WA is on again. This is a display at the side of Block 3,

Centennial Place, Midland, from 10 am, with a sausage sizzle for \$5.00 a head. We will be directed to the newly resurfaced area south of Block 3, (not into the end of the block as before). All club-eligible 'bikes are welcome, although bringing your oldest would be appreciated. Our hosts will, as usual, be firing up some of their bigger (as well as the little) engines. So be there or be square. Dave Weeks – Mob. 043 999 1584

**GIRDER FORK RIDE – 15 JULY 2018:** Roger and Roxanne Bowen are

hosting this event at 9 Dove Retreat Baldvis on Sunday 15th July 2018.



15 July 2018 – Girder Fork Ride  
15 July @ 8:00 am - 5:00 pm

60 kms of flat country. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all welcome. Trailer parking available opposite Vals (45 Chandler Ramble.) Coffee and tea available from 8.30am start ride at 9.30am. Lunch available \$10 per head. Hope to see you all there. Roger Bowen – Ph 0438 945 03

### **GOLD STAR ANNIVERSARY RUN 29**

**JULY 2018:** This event is to celebrate the anniversary of the start of manufacture of the BSA Gold Star & is open to all Club-eligible 'bikes. As the run is on straight long roads, it is more suited to 50's-on 'bikes, but all are welcome. The route is similar to last year's but starting at KFC's car park (Mundaring) & goes via The Lakes to York (where we have a half-hour coffee break) then through Spencer's Brook to Toodyay for lunch. The return is back down Toodyay Road, turning off for Chidlow & back to the KFC car park.



The start will be at 10 am, with 30 mins for coffee at York & about an hour for lunch in Toodyay, with the back-up leaving at 1.30/2.00 pm. Fine weather has been ordered & the back-up fee is the usual pittance at \$3.00. To find the start, head east on Great Eastern Highway, left at lights in Mundaring & next left into KFC's car park, left again. Dave Weeks Ph 043 999 1584

### **15 AUGUST 2018 – POLICE**

**ACADEMY:** Time and place: arrive from 9am, Wednesday August 15 at 81 Lakeside Drive, Joondalup. Tour starts at 9.30am. Ever wondered how you could take good people with a

thorough respect for law and order and turn them into those who are regularly confronted with the worst humanity can offer? drug crazed idiots, thieves, murderers, accident or violence victims, road trauma, often little kids involved. The Police.



And they have lives like the rest of us - family, homes, hobbies, sport and so on. How do they cope after taking a mutilated child's body out of a smashed car or worse, then arriving home to their own beloved kids? Come and find some answers on a tour through the Police Academy at Joondalup. It's a real eye opener including simulated situation training, no holds barred. Your mode of transport is optional to allow for partners, but it would be nice to see a few bikes.

It would also be nice to see members offering a contribution to the Legacy Fund. Following the tour, we will ride in the beautiful weather down the coast to Scarborough for lunch (there's several options for food) and a look at the much-vaunted re-development there. Numbers are restricted so please register your interest by phoning Adrian White, 9294 2495, 0438 33 55 63



### **GYPSY TOUR – 9-12 NOVEMBER**

**2018:** The Gypsy Tour will be on again for 2018 and this year it will be held a bit earlier to avoid the Christmas Rush and December heat. The base

for the tour will be Denmark and I have coordinated with the Albany Section to have a joint activity and BBQ on the Sunday. Depart for Denmark from Perth on the 9<sup>th</sup>, return on the 12<sup>th</sup>. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour. The 2018 Gypsy Tour will include a ride on the Saturday up Mt Shadforth across to William Bay, Elephant Rocks, Green Pool and the chance to visit the Chocolate Factory and wineries on the way.

A run to Albany has also been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs.

Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join me for the run down via Mt Barker pie shop. Pencil in 9-12 November. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now.

**Note: This is important:** Due to travel commitments I would appreciate if anyone interested in attending could now phone or email me to advise of their intention to attend. I can then contact you closer to the event to advise you of further details and meeting points. You don't need to commit at this stage but just let me know for planning purposes. Murray Barnard 0434215665, [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au).





# NEWS

Compiled by Murray Barnard

## PETER BENNETT RETIRES FROM ASSISTANT EDITOR

**CHATTER ROLE:** Peter Bennett has chosen to retire from the Assistant Editor role. Since Peter sought warmer climates in Geraldton he has assisted with the Chatter providing a contact point for classified ads and proofreading services. Prior to the retirement of the Publishing Team Peter provided the bulk of the editorial input into the Chatter. In that role he was the Editor and as such he sat on the Club Committee for many years before moving North. Peter has provided sterling service to the Club for over 15 years and is to be commended for his commitment and application to his duties in a time of increasing digitisation and email. Peter parted with his Vincent outfit some years ago and maintained his link with the Club despite his distance from the Metro area. Sincere thanks are extended to Peter for his efforts with the Club over a long time and I know he continues to volunteer his time helping in the local hospital being the good man that he is. All the best Peter and we will catch up.

**OPPORTUNITIES WITHIN THE CLUB:** The following roles are vacant. If anyone is looking for challenging roles which can make a difference, please contact the Secretary. Be aware that the roles require some technical knowledge and a significant time commitment. Roles include:

**WEB ADMINISTRATOR** - The Web Master will organise and maintain the Club domain (vmccwa.com) management. Pay hosting and domain accounts and seek reimbursement. Organise and maintain VMCCWA website hosting account on www.jaguarpc.com. Set up web accounts and maintain hosting settings. Manage website through design and maintenance of Club website. Build and maintain Web Pages and web sites. Modify images and documents, create Web Pages create Links and Uploads. Convert Chatter to a suitable Web format and upload to Web Site and provide appropriate links. Respond to email enquires re Web Site content and access. Work with the Club to achieve Club aims for the Web Site. Moderate Facebook to accord with Club standards of behaviour. Quality check Web Site periodically and repair broken Links. Backup Web Site (independent of online server) regularly. Publish and maintain various web resources including Bike Shed, Oily Rag, Exec Management Resource and assist with database queries. Maintain database access register. Manage club bulk email system. Assist in the content and design of the Chatter and print requirements. Maintain forms, Rules, By-Laws and Procedures online

**CHATTER EDITOR:** Compile and publish Chatter in print and online. Write & seek content for each edition. Compile

distribution lists. Distribute digital copy by email. Liaise with printer for print copy and distribution. Prepares and maintains the annual calendar of events for publication online and in the Chatter. Refers the draft calendar and emerging events to the Management Committee for approval. Liaises with event organisers to verify event details prior to publication.

**PUBLISHER:** - assists with content and design of the Chatter. Manages and organises the printing and distribution of the postal Chatter. Liaise with printer and ensure technical requirements are met.

**ASSISTANT EDITOR:** - assists with compilation and monitoring of classified ads and in proof reading draft Chatters.

**MARSHALL ROOM:** Recently some enthusiastic members in the Club got busy on the renovation of the Marshall Room i.e. Keith Weller, Jim Douglas, Adrian White, Murray Barnard and Bruce Kirk dug in and demolished the old Technical Library room. Partition walls will go in soon and the extension of the library and the parts store will be enabled. A sitting area with coffee facilities will be also provided. The area will continue to be known as the Marshall Room and the library will continue to honour Peter Groucott.



## BOOKS NEW TO LIBRARY.

Motorcycle Drag Racing a history, McQueen Motorcycles  
Geoff Duke the stylish champion - (*The above books donated by Trevor Stevenson*)

Cotton Motor Company of Gloucester, Chilton's Suzuki tune up guide, Honda XLI 250s Workshop Manual

**CLUB PROPERTY OFFICER:** Thanks, are extended to Martin Rankin who has performed as Club Property Officer for some time. Martin has now retired from this role and a volunteer is sought for this position.



# FROM THE SADDLE

By Jim Douglas

## NOTICE OF AGM 4TH JULY 2018 STARTING AT 8.00PM AT THE CLUB ROOMS, HALE ROAD WATTLE GROVE.

The Agenda for the AGM is as follows:

1. Confirm previous AGM and any GM minutes from the last year.
2. Committee Annual report
3. Treasurers Report
4. Elect the Office Holders of the club for the next year
5. Resolution to agree the number of members on the Committee for next year
6. Elect General Committee members for the next year
7. To elect the Patron for the next year.
8. Section reports
9. Reports from Club Officials

The following members are standing for election as Office Holders of the club.

Chairman - Trevor Stephenson or Greg Macham  
Vice Chairman - Barry O'Byrne or Ian Curtis  
Secretary - Warren McEvoy  
Treasurer - Colin Hankinson

The following members are standing for Committee

Communications Specialist	- vacant
General Committee	- Paul Peghini
General Committee	- Dave Weeks
General Committee	- Paul Spittle
General Committee	- Stephen Hills
General Committee	- Ian Brashaw

Of the five General Committee members nominating only four will be approved at the meeting. As there is more than one nomination for Chairman and Vice Chairman a vote will be required from the members present. However, if any member is unable to attend the AGM and wishes to vote please contact the secretary for a proxy voting form. Please note under club rules a member present may only carry a maximum of 5 proxies at an AGM.

### NEW MEMBER APPLICATIONS:

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

Mark Roberts, John Hart, Ian Wilmington, Lee Hill, John Oldland, Robert Chivers, Nick Maxfield, Harry Hibbert, Lex McKinley, John Wightman, Dax Petley, Frank Van Der Worm

**PRECIS MINUTES OF THE VMCC of WA MANAGEMENT COMMITTEE MEETING** - Held in Maddington Unit 9 May 2018

**President:** A White, Vice **President:** M Barnard, **Treasurer:** G Eastwood, **Secretary:** J Douglas

1. Outstanding Actions Completed  
GE/MB - to review the current process and produce an agreed process for both new memberships and membership renewals. Action completed  
AW- agreed to find a volunteer to assist in the selling of Raffle tickets on Monthly club nights. Action completed.
2. New Member Applications  
Eddie Kirby, Barry Staff, Steward Anderson, Graeme Hearn, Jeffrey Snaders, Peter Thompson, David Laidlaw, Lynton Morgan.  
All approved subject to no adverse comments after publication in the Chatter.
3. Insurance quotation  
We have been asked to renew our Club insurance for a further year. We have quotes for \$1300 or with existing policy for \$1618. Based upon broker advise we agreed that we will stay with what we have at a premium of \$1618
4. Replacements for Chatter/Wed administration  
The resignation of Murray Barnard from his role of Chatter Editor, Chatter Publisher, Web Admin and Database admin is noted. We will advertise in the next chatter for replacement person or persons to take over the four roles. It was discussed that this may impact on the quality of the Chatter being produced in future.
5. Events: Changes/New  
Following a number of requests to the Pre-31 section no organiser has been found for the Foundation run. With Chatter deadline imminent the event is now cancelled subject to a last minute organiser being found in the next 24 hours. If an organiser can be found the event will appear in the Chatter.
6. Disputes resolution process  
It was agreed that letters from sections without appropriate members signatures supporting the letter would not be accepted. The committee will not accept anonymous letters of complaint.
7. Monthly meetings Acceptable Behaviour  
a. Strangers (Non Members) in the meeting. It was agreed that genuine visitors to the meeting would be acceptable but if a visitor did not stand to speak when asked then they may be asked to leave by



the Chair.

b. It was agreed that if a member at a monthly meeting showed disrespect or refused to comply with an instruction from the chair they would be asked to apologise or leave the meeting.

8. AGM dates and plans for new committee.

It was agreed that the date for the club AGM would be moved forward to 4<sup>th</sup> July to allow a new committee to form. Notice of AGM and calls for committee nominations would be sent out in the next Chatter.

9. Club colours

The black T-Shirts are an acceptable alternative attire for members. Martin Rankin is free to order more subject to reasonable prices being obtained. If necessary this may be covered by a by-Law in future but this minute is considered to meet the necessary authorisation.

10. Letters of complaints – formal replies

It was agreed that the four letters received from members would each get a formal reply from the committee. AW, GE, MB and JD would agree the letters before dispatch.

11. Decide on whether a Discipline Process is required Re Hill Climb

GM was asked to give an explanation to the committee of the events leading to the club being prevented from running the York Hill climb. This being the first opportunity for the committee to understand why circumstances and decisions had been made unilaterally without input from the committee. A useful discussion where different views were explored. At this point GM left the meeting as a conflict with the rules of an Association would have taken place.

It was clear from these discussions and previously minuted ones that a number of breaches of club rules and issues contained in the Associations Act had taken place. Some of these breaches are serious and the penalties can be very significant. The committee recognises the fact that the club rules were broken by GM, mainly a conflict of interest and a duty of care to the club. However, it is the opinion of the committee that taking disciplinary action at this late stage prior to the AGM would be counter-productive. In the interest of cohesion for the club no action will be taken at this time, however serious concern was expressed by all at the meeting that similar issues may occur again.

It is the committee's opinion that the following rules were breached:

1. Failure to follow the directions given by the committee to investigate the York Hill Climb

2. Failure to communicate with committee on the requirements to run the Hill Climb. No report written or verbal received.
3. Use of club logo and VMCCWA name in advertising material distributed to other clubs without committee authority.
4. Failure to disclose a material person interest in matter under committee consideration. (section 42 of Assoc. Act)
5. Failure to act in good faith in the best interests of the club. (Section 45 of Assoc. Act)
6. Not to improperly use his position to gain an advantage for the officer or cause detriment to the Association (section 46 of Assoc. Act)

### MINUTES OF THE VMCCWA MONTHLY MEETING 6TH JUNE 2018 - HELD AT WATTLE GROVE COMMENCING AT 8.00PM

President: Adrian White, Treasurer: Greg Eastwood,

Secretary: Jim Douglas

Members attending: 63 members attended the meeting with 2 visitors

**Apologies:** Patricia Sandford, Phil Skinner, Ian Brashaw, Martin Rankin, Colin Hankinson, Murray Barnard

**Microphone Usher:** After being locked in a storeroom Paul Peghini was the usher for the evening.

**Visitors (2)** John Heart is interested in old bikes and would like to join the club.

Rex's words of Wisdom: A light session of anecdotes to brighten the evening weather.

**Welfare report:** Nothing new. Charlie Lawson is still going well.

**New members:** The following new members were introduced to the club. Eddie Kirby, Barry Staff, Steward Anderson, Graeme Hearn, Jeffrey Sanders, Peter Thompson, David Laidlaw, Lynton Morgan, Bryan Wilson, Keiron Hunter. Eddie, Graeme, Bryan received their envelopes from the patron the rest will be sent in the post

**Minutes of Previous Meetings:** President called for acceptance/dissenters and business arising.

Minutes were approved Dave Weeks, seconded Eric Gibbons

#### Reports:

##### Presidents Report

A number of childrens bikes went to the salvo's this month. Well done to John O'Brien and Rob Rowe for all their work. The work on the Ken Marshall room is now making good progress and the first phase of the new partitions are now up. Some electrical work is required for lighting and power sockets. Big thank you to the volunteers on the demolition and construction. Our 404 compliance work is going well and members now have a clear understanding of what is required. It is important that we maintain the standards we have set.

##### Correspondence:

Peter Bennet, the sage from up North, has resigned as the Assistant Editor following 14 years work as the Editor and then the Assistant Ed. We thank Peter for a job well done.

Letters of complaint from Ian Curtis, Colin Hankinson and Paul Spittle were read out. These letters concerned the treatment of Greg Macham as events coordinator and committee member investigating the York Hill Climb. The responses from the committee to each of these letters were tabled. The committee rejected the complaints as unfounded and without solid basis following further investigations of the matters in hand.

A letter from Elliot Montagu urging the committee to act decisively to deal with the violation of club rules by Greg Macham was read out and the committee response was provided. If any member requires a copy of these letters' please contact the secretary.

A letter was read out by long term member Jeff Sieber, who hoped the present difficulties could be overcome and gave his support to the Chairman, Adrian White and the rest of the committee.

Paul Peghini asked for a show of hands for appreciation of the outgoing committee, all of whom are volunteers.

#### Finance Report - May

Payments		Receipts	
Acct	Amt	Acct	Amt
Backup costs	\$1,062.20	Annual Subs	\$580.00
Chatter costs	\$2,077.72	Bank Interest	\$4.73
Chatter Postage	\$294.68	raffles	\$184.60
Elec com	\$102.55	Trading Spares	\$3,306.90
Insurance	\$1,618.32		
Library	\$257.00		
Raffle Costs	\$80.00		
Rallies & Events	\$119.00		
stat/print/post	\$100.99		
Trading & Spares	\$219.03		
Others	\$75.00		
Unit	\$217.97		
	\$6,224.46		\$4,076.23

**Coming Events:** Full details in the Chatter Old Hotel run: Organiser Ken Vincent; a pre-31 week-end event but will accept bikes up to 1948. Overnight stay in Beverley. A mid-week ride to Joondalup Police academy 15th August. With a short ride after for lunch at Hillary's Boat Harbour. Meet at the academy at 09:30

#### Past events:

Arthur Grady Day in Fremantle. Wet day but 13 members attended with bikes. A number of members attended without bikes. The car club cried off so no sausage sizzle. Café hop was a good event with some rain. Approximately 15 members braved the elements and enjoyed the company

of like minded bikies. Bygones restoration run was a cold day initially then became really good weather. Immaculate vehicle restorations were on display. A great deal of interest generated in the traditional braided wiring loom capabilities of Bruce. About 26 people attended. Foundation day event at Whiteman park. Excellent day with 26 bikes but very few pre-31 bikes.

**Membership Sec :** Following the discussions last month it was concluded that we have 594 members currently.

**Dating Reports: Post 70 Les Vogiatzakis:** 1984 Honda VF1000F for Walter Cattelino

**Concessional Licensing: Phil Skinner:** Ian Penrose with a 1925 Douglas 350cc, John Wightman with a 1962 BMW 600cc.

**Full to Concessional Inspections:** During May : James Chaffer with a 1980 Kawasaki Z1300, Joe Singh with a 1949 BSA A7, Stephen Chaffer with a 1987 Yamaha FJ 1200

**Library :** Ken Vincent: Three books donated by Trevor Stephenson. Recent addition to the Library: a Cotton motorcycle book. Roger Bowen delivered a number of books from the late Bill Cowlin estate.

**Spares** Keith Weller: All good. Thanks to the guys who have been doing the renovations on the Ken Marshall room. A special thanks to Bruce Kirk who took away all the old plasterboard in his van.

**Points Officer** SOG: The results of this year's points award goes to first: Murray Barnard, second: Dave Weeks, third: Ian and Barbara Curtis

**CMC Rep:** John Moorehead: Gave an update on progress to allow modifications to 404 vehicles and for Hot Rod's to have a new 404 like license status. Submissions have been made but progress by DoT is likely to be slow due to limited resources.

**Regalia:** Business as usual.

**General Business:** Adrian has a large pine tree for disposal. Rod Marriott had a number of questions relating to the committee and if their roles were adequately documented. The constitution contains information dealing with the requirements for the Secretary, Treasurer and Chairman. It was thought that documenting in detail the roles of committee members would be a fruitful exercise for a future committee. John Wightman asked if the AGM would have a financial statement from the club. Treasurer agreed that this was normal practice for the club.

**Bits and Pieces:** MT 1 drill chuck required by a member.

Trevor is displaying a hot rod motorcycle at the hot rod show. It was accepted that he could mention he was a member of VMCCWA. Warren mentioned that a Barr and Stroud engine expert over east, with considerable knowledge of these engines was available to assist if required. See Warren for more details. As mentioned last month Trevor is selling a Kawasaki but this time with fixed brakes.

The meeting closed at 9:10 pm

President

Secretary





## PAST EVENTS

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**PRE31 FOUNDATION RUN – WHITEMAN PARK:** 15 bikes in attendance. *Pics by John Wightman.*



## ALBANY MATTERS

by Roger Bittner

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We were very surprised to read in the Chatter about the big changes going on in Perth. From our viewpoint it looks very worrying and we hope it gets sorted out soon. The club is extremely important for us and anything that threatens it is of great concern.

We take this opportunity to thank Adrian and wish him all the best. Murray Barnard has been pivotal in developing Albany Matters for us, and our members enjoy hearing about the goings on in the club. Both Paul Armstrong and I have enjoyed working with Murray and we appreciate the hard work and imagination he has put into the Chatter. Then we heard that Jim Douglas is resigning as Secretary. From my point of view Jim has done an excellent job in assisting us to run our section effectively by promptly responding to queries and sharing his extensive knowledge of the procedures to be followed by a club secretary. Thank you, Murray and Jim, and all the best for the future.

**SECTION HISTORY (CONTINUED)** After finally receiving a letter approving the formation of an Albany section, a camp out at the Stirling Ranges was held on the weekend of 11<sup>th</sup> and 12<sup>th</sup> of September 1982. According to hand written notes on a letter from Perth dated 25<sup>th</sup> August 1982, requesting the names of proposed office bearers, the first committee consisted of Bob Rees, Chairman. Neil Bromilow Secretary and Chris Harrison Treasurer. The section was now up and running, but they didn't have a clubroom. Meetings were held at members houses until they were moved to

Ryan's Premier Hotel, Winter Court, on the 5<sup>th</sup> September 1985. Among the club records is a list of the events staged from 1982 to 1988, the members were very active and the list makes for interesting reading, along with the accompanying photos. One item that stood out for me was the first Toy Run, held on the 12<sup>th</sup> December 1987, organised by Shirley Morrell it attracted approx 30 riders and collected 2 large sacks full of toys, which were donated to The Salvos. *To be continued.*

At our June GM we presented Ed Shekell with a cake and card for his 80<sup>th</sup> birthday, it was Ed who introduced me to the VMCC and I look forward to enjoying his company for many more years. At the same meeting Trevor Laurance presented us with a VMCC Polo shirt for auction, the proceeds going to our section, Trevor is off to live in Tasmania soon.

August. Lloyds run. The deceased riders memorial run will be on the 18<sup>th</sup> of November this year.

*Please note, if you change your contact details please notify the section secretary.*

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer.

Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) Or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)



*"Albany Section Editorial Staff" left to right, Peter Ogborne, Photo's: Bernie Wolfe, roving reporter: Roger Bittner, Scribe.*

### OUR CLUB RIDES

The deep south branch of the VMCC has social coffee rides on both Wednesdays and Sundays and they're filling a need if riders attending is any indication with 10 to 20+ (in a club of 50) coming for the 50km ride and the camaraderie. All rides depart the Old Gaol in town at 10am. With this delightful autumn weather and a mixed group of happy bike lovers; it doesn't get much better!

On Wednesdays we ride 25km eastwards to Nippers Café on the Two Peoples Bay road where Sharon provides excellent coffee, home made cakes and toasties, in a rural setting. Most head home before lunchtime but a small band ride further to other towns for lunch, then head home in the afternoon; if that's appealing, come along! On Sundays our rides vary between Whale World, Kalgan Caravan Park Café, Cosy Corner Café and, of course, our organized VMCC Club ride where we encourage all riders to come on the ride on a vintage bike. Let's face it – it's a tough life being a vintage rider in Albany, but someone's got to do it; so we've decided to volunteer to save someone else from having a terrible time in their "vintage" years! Heh – heh, of course we may see things a little differently when old man Winter comes knocking!

In the meantime, here's a sample of the bikes in a recent "Nippers" social ride in the merry month of May:

Velocette 350  
Velocette Sportsman  
Harley Softail  
Honda CB400N  
Honda 700 scooter

SWM 400  
Kawasaki Ninja 250  
BMW R100RT  
Triumph Bonny 650  
Honda Africa Twin

BMW R1100S  
Norton Commando 750  
Suzuki 400 scooter  
BMW R75/7  
Harley Sportster \*

BMW R1200 GS  
Triumph Bonny T120  
Honda CD250U  
Honda 650/4 \*

\*The last 2 bikes were sadly shackled by their ball & chain sidecars - **free the bikes! free the bikes!** Holden Commodore – **EH?** Oh, that's Dave our recovering rider, determined to continue enjoying the camaraderie until he's able to go with us without trainer wheels! Yes – quite a variety of bikes and their riders, all with a common love of life on two wheels.

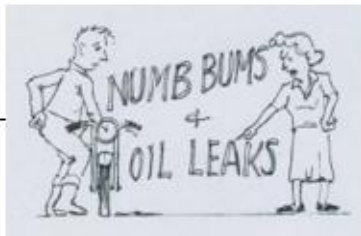
### VIVE LA DIFFERENCE!!

P.S.: If someone mentions that as a motorcyclist **you're** a temporary Australian, remind them **they're** temporary too; we're **all** just passing through – some, sadly, without having experienced the fun of having ridden a motorcycle!  
Bernie Wolfe

### VMCC ALBANY - CLUB RIDE MAY 2018

Ahh, Albany in autumn; nobody does it better! What a great place and season to have a bike, the time to ride and friends in the Club to spend it with. If that doesn't turn your crank, you need to lighten up and smell the roses! We had 17 riders who decided to seize the lovely day and take up members Geoff and Ruby Osborne's invitation to lunch at their place, on the outskirts of Denmark. Our recovering rider, Dave Beeck, put his present four wheel transport to good use and followed us with the back – up trailer. Out from the old gaol at 10am and along the scenic (and slower paced) Lower Demark Road, then joining the faster South Coast Highway, saw everyone arrive at our destination without incident. Geoff and Ruby have a lovely acreage that not only looks beautiful, it feels good too; the winding driveway lined with (now bright red) liquid ambers left you in no doubt as to what season it was. While standing around, enjoying the atmosphere and camaraderie of our fellow members, our attention was drawn to the Devonshire teas laid out for us – we were getting spoiled – no one protested! After polishing off the scones, it was over to Geoff's sheds to appreciate his hobby collections of vintage bikes, tractors, cultivators and carbide lamps. Time raced by us too quickly (it does that when you get "older") and lunch soon beckoned, along with more socializing. But all good things must come to an end and it was time to thank our hosts for their hospitality and take our leave. Someone was seen leaving with an eye to the time as he definitely needed to be back home in time to see his beloved Eagles game! The rest of us wended our way home, enjoying another 45 minutes quality time on our machines. So, thank you Geoff and Ruby, aided by Mike and Gloria Hyland, for a very pleasant day and thanks also to Dave on back up who happily didn't get any customers.  
Bernie Wolfe





# NUMB BUMS & OIL LEAKS

by Adrian White (pics by Jim Clark)

Riding a motorcycle can be therapeutic. It had been one of those ratty days when Murphy's Law governed everything, leaving me feeling very second hand and jaded so throwing a leg over the Tiger Cub felt good. I phoned girlfriend Joan to see if she would like a ride - YES! She'd had a similar day dental nursing, including being repeatedly groped by a patient coming off the anaesthetic Pentothal whilst escorting said gent down in the lift. This was standard practice to ensure they didn't attempt to drive; it's like being very drunk. It could be thought that 200cc two up wouldn't make for a very exciting ride. The Tiger Cub was a lively performer and we were both light weight, and the Port Hills of Christchurch are a rider's paradise, narrow, endlessly winding, frequent changes in elevation with the occasional off camber to keep you on your toes. The surface is reliably good but severe penalties await, should you get it wrong, namely a steep drop off one side and a cliff face the other, all without guard rails. Add to that the possibility someone may be doing the same as you in the opposite direction, one of you goes a bit wide. . . . it's fun all right! This was one of those rides only a fellow rider would understand, on your personal limit but safely so, every corner so right and exhilarating. Arriving at Joan's we both felt brand new, the day forgotten then Joan said "Oh, what a shame about my shoes!" and showed me her new, expensive camel leather footwear. Both were badly bitumen-scraped, almost through and really it was bad news, but it didn't take too much shine off that soul renewing ride.

Most of us would see "proper speedway" as bikes and sidecars but on occasion the cars can be entertaining. Sedan car rules require the race cars to have a complete body to be able to start a race; if you lose a few panels during an event, that's OK. A nameless (because I can't remember his name, pity) driver began the last heat before an important final and noticed a boot lid on the track, so thinking it's recent owner might not have a spare he made a real mission of running over it every lap, reducing the lid to a barely recognisable remnant. Happy he'd probably reduced the field by one he pulled into the pits to face the ire of his pit crew. "You stupid bastard did you destroy your own bloody boot lid when you know we haven't a spare?" Gaffer tape can work miracles and our hero duly lined up for the final, poetically his car expired after a couple of laps.

Inexperience, potential killer. We almost died that day and a truly beautiful day it was, golden sunshine, clear blue sky so we'd picked up the girls on our big singles and headed thirty miles or so to the beach. Warm sand, inviting cool water, swimming then lying on our towels, how good can life get? Even did a bit of snogging with Jo, bad idea for a young bloke in the then mandatory budgie smugglers, then had lunch the girls provided. We left then, both girls wanted to wash their hair for work next day, so we headed up the several miles

long straight leading to the Main North Road. Chris and Gay were just half a bike length ahead of us, so I accelerated a little to catch them; Chris noticed and maintained his front position. I tried a bit harder, probably travelling about 60 m.p.h. still keeping a close eye on the gap when suddenly Chris disappeared behind me, I looked ahead and right there was the "Stop" sign onto the main road, full of traffic in both directions on this beautiful day, no chance of stopping. The absolute terror of that moment is still vivid in my memory. Incredibly, a gap in both lanes aligned ahead of us for maybe a second, equally incredibly we made it through to the continuation of the beach road and stopped. I don't think Jo knew how close we'd been to becoming statistics, we parked, and reaction set in. My knees went to jelly, we sat there on the wonderful green grass and held each other, no words needed. When I finally recovered enough to start the bike we crossed back over, I noticed how long it took to do so. Chris and Gay were still laughing, a bit hysterically, they'd had a front row seat and knew how close Gay had been to losing her sister. I remember this like it was yesterday, my blood still runs a bit cold. I've always sat on the fence when it comes to believing in God. So many incredible things in our lives, so many well balanced, intelligent people I know who believe yet I've always wondered that if He exists, why doesn't He let me know. Well, just maybe a hand reached down that day and I missed the message. I hope I find out one day.

How tragically this could have ended with a gun involved. David, an academic was tall and very slim, a gentleman and a gentle man who abhorred violence in any form. He didn't even like football for that reason. Imagine his horror then, waking in the dead of night to see in the dim light the outline and movement of a person, in the curtains alongside the bed. Terrified, more frightened than he'd ever been, he surprised himself by quietly getting out of bed and throwing his arms around the intruder, as well as throwing a few punches which were mostly absorbed by the heavy drapes. He expected his wife to wake and raise the alarm. The body in the drapes was putting up a fair struggle and being quite vocal about it; there seemed to be something familiar about that muffled voice - no wonder, it was his wife! who had been behind David in bed, unable to sleep because the curtain was flapping. She'd left the bed very quietly to fix it. Rarely have two people clung together so tightly as David and Trish did that night, and with such good reason. David believes, in the unlikely event he had a gun he wouldn't have unhesitatingly emptied it into that curtain.

Riccarton Road, in morning rush hour the busiest road in the city, two lanes each way intersected by a railway crossing. How your heart would sink seeing those boom gates descending, usually of course when you were marginal for time. And so, it was one cold morning. I stopped alongside a

car up at the gate and a goods train, the worst sort, came into view but for once it was moving quite quickly. The clown in the car alongside me wasn't happy though and got halfway out of his car to give the engine driver his pedigree, plus a selection of victory signals, all in very basic Anglo Saxon terms. The engine driver, hanging out of his window, observed this pantomime with a bemused look on his face and I could just imagine him saying to his fireman "I think that guy reckons we're going too fast." The train slowed to a crawl. Late for work again.

**Bob O'Leary** had a very successful Eastern States campaign against the cream of their scramblers, denting a quite a few egos and reputations in the process. Came time to load the bike onto the trailer several of his recently vanquished friends, full of humour called out "Go on O'Leary, if you're so good, ride it up the plank onto the trailer!" Which our hero promptly did, and at considerable speed. The only problem arose when he pulled the clutch in - the cable snapped, and there was Mr O'Leary with the front wheel of his bike on the boot lid of the Commodore, the rear nicely on the trailer. His hysterically laughing mates eventually calmed down sufficiently to assist. And my favourite quote from the same gent. I marvelled at how speedway riders seem to be able to find a gap to overtake when plainly there is no gap. The quote nonchalantly delivered - "If there's room for your front wheel, there's room for the rest of you!"

I became friends with an elderly blacksmith, working in a country town in North Canterbury. Watching him work at his rapidly disappearing trade was fascinating, he still liked his job and his artistic ability produced some really nice pieces. I'd not thought of blacksmithing in terms of art before. As a young man he'd had a Harley Davidson which he loved but along came family and a car. He'd reminisce about his bike and liked to talk bikes, as did I. A smithy always has water boiling, no shortage of heat! and his wife kept him supplied with delightful cakes for an instant cuppa. He spoke of a fellow who, just after the war asked him to make a pair of levers to a very specific pattern, quite similar to tyre levers. An easy job and a very happy customer picked up the finished product. Henry enquired the purpose of such levers, came the reply "I'm on the wharf, this pattern opens packing cases without damage, an idiot left our last pair in a ship's hold, could be anywhere now. Keep that under your hat! Thanks mate." Sometime later by a remarkable chance another source told him his levers had opened a crate of German chocolate. Bear in mind this was immediately post World War Two, a time of great austerity with luxuries like chocolate just a fond memory. Rejoicing, the crew ate up large. A little later: "Geez, they might not be able to win the war, but the Jerries sure know how to make chocolate. I'm full, won't need much dinner tonight!" "Me too mate, must take a few blocks home to the wife and kids." A little later: "Gotta go to the dunny mate, feels a bit urgent too, back in a flash.... geez, gotta run .....oh no, oh NO!" "Ha ha, looks like Fred's got a dose of the squirts, ha ha reckon he's had an accident, ha ha on ya Freddy boy! Must say though I could use a dunny break myself, geez that came on quick, better run, oh no! Oh No!" The labels on the "confection" were quite clear to a German. "For mild constipation, take one square, for more severe constipation a maximum of three

squares may be used. If the problem persists, see your doctor." The wharf was deserted for a couple of days due to an unexplained "gastric upset."

**Went** to Kuala Lumpur for the Moto GP, staying at the Melia Hotel. Time for a shower which operates over the bath so turn the water on, temperature OK so in I go. I like this set up, you can give your feet a therapeutic soak so take the plug by its chain and place it in the plug hole. It won't go in, every time it gets nicely lined up and close it skates off to the side, I've only had a couple of beers, how hard can it be? Kneel down, place it in the hole in it goes, easy. Investigation shows both hole and plug are magnetically charged, both with the same polarity so they'll repel each other, so no accidental filling the bath and potential for flooding.

I've never stopped counting my lucky stars that saw me discover motorcycles. The family saw them as noisy, anti social machines ridden by "temporary citizens" of very doubtful pedigree. "Drunky Aitken, a middle aged gent two doors away didn't help either. He rode a very tatty ex Army Indian to work and often arrived home with quite a few beers under his belt, which didn't make his progress over the kerb a simple matter. To the delight of us kids he'd occasionally fall off so doing, the asthmatic old Indian lying on its side would rev it's poor tired heart old heart out, smoking like a bonfire as its rider tried to regain control, and on a couple of truly special occasions Drunky failed to find neutral and the bike would lunge forward as soon as the back wheel hit the ground. Adding to that, Father worked in the city with, among others, "That fool Elwood," (Father's words) who had a collection of Harley Davidsons. He regaled his workmates with tales of weekend rides, narrow escapes and occasional falls but cast a pall over the house when one of his mates crashed and died, enjoying a ride round the delightful Port Hills. Elwood sounds like a top bloke!

I became stranded in the city after finishing lifesaving training, had no bus fare so was about to start the five mile walk home when a guy I knew by sight offered me a ride as we lived close. Assuming he was on a push bike and would carry me on the cross bar (a common way to travel) I gladly accepted. However, on the street he headed straight for a motorbike! Shock! There in all its red, menacing, powerful glory sat a James 125 which my new friend mounted, started and beckoned me onto the bum pad. "Lean whenever I do" came the order and off we went. And I so plainly remember, after leaning SO LOW round the first few corners a footrest touched down! we were flying along (on a 125, two up!) I was thrilled, I love this, I want to do this! So, began a lifelong pleasure.

**Chris** and I became good friends. That long suffering James took us from Christchurch to Auckland and back a trip of over 2500 kilometres without so much as whiskering the plug, it's miserly fuel consumption a real bonus for a budget trip - this was a holiday on a shoestring. Quite an adventure in fact, we slept under bridges, or when opportunity arose, first class, in haystacks. We didn't have even groundsheets which necessitated "borrowing" a couple of shower curtains from the inter-island ferry.



I desperately wanted a bike. I had a Crescent moped for a while, courtesy of Mother being guarantor and had a lot of fun on it, unknowingly learning a lot about roadcraft at speeds which kept me out of the dangers confronting new "bulletproof" teenage drivers. I was pretty hopeless with money, I'd make a firm decision to save by various means, but I never lasted, meaning for me to amass say, a hundred pounds, which would have bought something decent was in the realm of pigs with wings. One day I ran into an



## FEATURES

**DOUBLE-DINKING AROUND AUSTRALIA:** March 1926 and two youths, Len Jones (20) and William Kennedy (19) set out to "double dink" around Australia on an Indian. They left Sydney on March 6 and Melbourne on March 22 aiming to travel clockwise. The two adventurers had more than youthful enthusiasm to back them up, they were both motorcycle mechanics. Already, they had travelled more than 40,000 miles together on the machine in New South Wales and Queensland and are familiar with the roads in this section of their long ride. They had done a good deal of research into conditions on the rest of the route. The rear carrier has been adapted with the provision of a well sprung leather upholstered passenger seat cushion and passenger foot rests have been mounted to the frame. Strapped on to the bike was a medley of equipment including a tent, blankets, tucker-box, billy, rifle, tomahawk and waterproof sheeting. Their mission of "Round Australia" was painted on the bike's petrol tank. The motorcycle they used was a 5HP 1922 Indian Scout which in spite of its 60,000 miles was still on its original bore. To test its durability before leaving Sydney trial, the lads had taken the Indian to the Marouba Speedway and it went around touching 65mph at times for 3 hours without a murmur. The Scout belongs to Len Jones, but each will take turns at riding on the carrier.

They reached Adelaide with little difficulty except for one incident, on a sand bed in South Australia, Kennedy got off the carrier to make it easier for the Scout to get through. Jones went on. It was about five miles before he discovered Kennedy's absence from the back of the bike. The two received a setback when they arrived on South Australian soil owing to the law banning pillion riding. "Double dinking" was illegal in South Australia. Before they reached Adelaide, they had been apprehended by the Police but were let off without a penalty. Their application to the Registrar of Motor Vehicles to exempt them from the law for a few hours could not be entertained so they had to sneak out of Adelaide late at night, but as it turned out they were not molested in any way by the Police who continued to turn a blind eye to the offence.

Len And William left Port Augusta on April 24 and nothing was heard from them for 3 weeks which lead to great concern in the Press. The first that was heard was a telegram

acquaintance from high school, Billy Thompson, manager of a hardware store (so he said; what he meant was he was in charge when the boss was out). We'd never had much in common, so we only had a desultory chat until he mentioned he had a motorbike. And he wanted to sell it, for seventeen pounds ten shillings and no it wasn't a little ride-to-work tiddler but a 1954 Royal Enfield 500 cc twin. Then came the down to earth bit. He'd pulled it to pieces and hadn't a clue about reversing the process.

from them stating they had arrived in Penong. They had been delayed by a spill 8 miles out of Port Augusta where Len Jones had badly gashed his leg and had needed to spend several days in bed recovering. Penong was the last town before the long stretch over the Nullarbor on ill-defined tracks. There were 800 miles to cover without any settlement of any kind, other than scattered sheep runs. The Overland telegraph line was to be their guide.

*"We left Lincoln Gap station where we were staying, without giving Len's leg a proper chance to get right and only travelled about 25 miles before thumping the gravel again. Len gave his knee such a bump as to make it necessary to remain where we were until it cooled off again. We camped just here, and, during the night, the rain poured down, drenching everything outside the tent. The ground became very soft round the bike, and when we peeped outside the tent it was to find the bike lying on its side with all its juice running away in little rivulets. Thank heavens we were only about 15 miles from the nearest station, Siam, where we could get some more. Through the notorious Yardea Sands we had to lash saplings to the bike to stop it from falling over when we camped, as the stand was worse than useless in the heavy sand. "One night when making camp, we tied a sapling to the bike to support the tent. Everything went well through the night, but on rising in the morning, just as we got out of the tent, the bike toppled over and crashed down where a few seconds previously our heads had been lying.*

*Our next port of call was Fowler's Bay, which we reached on May 6. From there we had 240 miles to Eucla. We left on May 7 and expected to reach there about lunch time on May 9, but after leaving Fowler's Bay it rained, and that dampened our enthusiasm. We only covered 90 miles that day. The next morning, we went on to White Wells over a glorious road and were told that Eucla was 120 miles off. Going on we came to Nullarbor station, where they told us Eucla was now 125 miles (we had already covered about 10 miles from White Wells) and that the road was perfect. Apparently, we weren't even keeping up with the pace. We reached the "perfect" road, only to find it completely and absolutely under water. I cannot find words to express the condition of that road. In all the miles I've travelled in New South Wales, Queensland, and South Australia I've never struck such a nightmare. The*

*journey to Eucla took us four and a half days of the hardest work I have ever been asked to do. In one place we were an hour and a half dragging the bike out of a wombat warren, which we had the bad luck to run into while trying to dodge the road. We lost count of the times we had to take the back wheel out and scrape the mud from the guard. I cannot say too much for the splendid and simple idea for removing the Indian Scout's back wheel. (All this time they were without food, except for a black rabbit they shot, which was skinned, stewed and eaten in less than 15 minutes).*

*From Eucla we went on to Madura station, 116 miles, where we intended to get supplies. We found the sole inhabitant living only on bullock meat and halfstarved. Anyway, he gave us four or five pounds of this bullock, and on this we had to last without bread for two days. Then we went on to Norseman where we struck the slippery stuff. (Conditions were very bad at times, for example, they were creeping along a tortuous, switchback of slippery mud-covered hills - near Norseman, at about four miles- an hour. Thirty miles of those hills took them four and a-half hours). Then, on to Kalgoorlie, doing 137 miles in five and three-quarters hours, From Kalgoorlie; to Perth was easy, though we were held up two days on the road with Len's knee, which has been giving*

The boys arrived in Perth on May 25 and the Indian Motorcycle Club and other motorcyclists met them at Wood's Garage at the Causeway and escorted them to Armstrong's Garage on Murray St, Perth. Members of the Perth Indian Club went out some miles to meet them and took them round and round the city, hooting their electric horns.

Len and William decided to rest in Perth for a month before completing their journey. The rest was for Jone's knee to recover after the fall in South Australia. The knee had been greatly troubling him since near Augusta. On the journey so far, the machine had achieved 75mpg and 850miles to the gallon of engine oil. Loaded with riders, provisions, equipment and sufficient fuel for 500 miles, the machine weighed 8cwt or over 400 kilos. The duo are earning as they travel to pay for their journey, they worked for 5 weeks in Adelaide and also took on jobs in Perth. On the actual ride they are averaging 120 miles per day. From Perth to Broome they intend to follow the route of the aerial mail as much as they can.

Little is known what happened whilst in Perth, but William Kennedy left the "Round Australia" attempt and returned to Sydney. Alf Clarke, from Leederville in Perth WA, joined the two man team for the rest of the journey. From Perth, little was heard of them on the largely trackless wild North until they arrived in Katherine in the Northern Territory on September 15. After the rain sodden tracks on the Nullarbor, up near Broome they had struck the other extreme in the Pindan — vast deserts of heavy sand, where the back wheel refused to turn, and the machine had to be shouldered along. In contrast, they encountered a stretch of beach 110 miles long, as hard and smooth as a billiard table: The Scout flew over this natural racing track in two hours. In the North-West they had to lug their Scout across crocodile-infested rivers and up and down crumbling precipices, where the Barkly Tableland breaks up into the North-West plains. One

*him a lot of trouble for these last three weeks making it impossible for him to ride pillion the whole way from Port Augusta."*



incident serves to show the resource of the two youths, who both had their 21st birthdays on the trip. About 23 miles from the Katherine River, they ran out of oil they were using, and put in another brand. This oil fell down on its job of lubrication and the piston rings burnt out. Without compression, the machine would not go. With infinite patience and skill Jones and Clarke hack-sawed the bottom of the skirt off each piston, and used the rings thus obtained as piston rings. After sawing the bottoms of pistons of and heat-treating in the campfire to spring them, they were fitted into the engine, and the journey was continued on the remaining oil, driven at a slow speed.

By 12 October 1926 the boys had reached Roma in Queensland and arrived in Brisbane two days later. They were given a thunderous reception on their arrival at the Post Office, just a few hours after Jack Cloake, on an Indian Scout, a similar machine to that which they have used on their long trek, checked in at the same spot after having shattered the Toowoomba to Brisbane record. Whenever they have appeared on the street they have been well received, and when they rode once round the arena at the Exhibition Speedway on Saturday evening they were cheered to the echo. They finally arrived back in Sydney on October 31 after a journey of 11,500 miles two-up for Len and the Indian.

During the course of a Press interview in Melbourne, Jones stated that now that he had completed the journey round Australia he had a very different opinion about the trip from that which he held when he set out.

*"I said that we were doing it just for fun and adventure," he remarked, "but I would not do it again for £1,000,000. It took Alf Clarke and myself nearly eight months to do the trip, and we found all the fun and adventure we wanted, and more. Owing to the terrible travelling conditions, and the mile upon mile of shifting sand, we had many spills. Roads there are*



none. In fact, in the West, and in the Northern Territory we averaged about six crashes a day. Near Port Augusta, at Lincoln Gap, we crashed in loose gravel, and I was in bed for a week with an injury to my knee. At Pindan Sands, some distance from Broome, we had 43 crashes in a 32-mile stretch of heavy sand. At other times the wheels sank up to the hubs in mud. But this was only part of the joys of travel. Going round the Great Australian Bight we went without food for four days. Rain overtook us on our way to Eucla and made travel impossible. We shot a black rabbit with our last bullet. Outside from Willeroo, Northern Territory, we were delayed in the bush for two days, owing to trouble with our mount. Our only water supply was a slimy billabong, and there was a dead bullock lying in it. We came through that more by luck than anything else.



Alf Clarke and Len Jones being welcomed to Brisbane

The blacks were all right if you treated them right. But many of them would "skewer" you if you gave them a chance. They called us the "two white-feller on wheelbarrow". The motor cycle they called the "sit down, walk away." In the Northern Territory we came across 27 horses caught in a bog. Four of them were still alive, and the dingoes were tearing at them. A few bullets put them out of their misery. At Lorne Creek we passed 1,700 black horses, or brumbies, that had been shot to save grass for cattle, owing to the drought. The carcasses lined the track for 25 miles. When we camped at night the dingoes would gather round, howling and fighting among themselves. But they would run when we chased them with sticks. They do not often attack.

It was in W.A. that we had some fine sport chasing them across the plains and shooting them from the bike. A lonely telegraph linesman we met there had constant trouble with them. They bit the tail off one of his camels one night. Petrol was impossible to obtain at times. From Soakage Creek to Wave Hill, in the Northern Territory, a distance of 250 miles, we ran on kerosene. Once, while we were crossing the Bight, we had to walk 15 miles and ride on horseback for 20 miles, and then had to pay 7/6 a gallon for petrol. But we paid as much as 15/- and £1 a gallon. In addition to food, petrol and water shortages, we were often short of cash. We managed to pay the expenses of a 11,500 mile trip on £1/12/-. We arrived in Melbourne with 2/- between us. The two baby

opossums we brought back with us have travelled 5.000 miles from Mataranka Station. We carried them in our shirts. And now trip is over, and I am going back to Sydney - by train."

Copyright: Murray Barnard

**THE FN M70 350cc:** Like BSA, Belgium's La Fabrique Nationale d'Armes de Guerre began as a munitions manufacturer, turning to the production of motorcycles in 1900. Best known for its sensational four-cylinder models, the Belgian company demonstrated the same innovative spirit in the design of its singles, being among the first to adopt unitary construction of the engine and gearbox, permitting the use of gear primary drive.

At the end of 1923 FN marketed a 350cc single cylinder ohv motor with unit construction engine. This model, the M60, was the start of a successful new line of models in a period in which the heavy and expensive four cylinder was quickly losing ground. Two years later a bigger 500cc brother was brought out, the M 67. Shortly after that four cylinder production was stopped altogether with FN.

The ohv singles were very successful, but the factory realised they were mainly appealing to the sporty type of rider, so it was decided to produce a side valve unit construction model as a utilitarian type of machine. The model M70 was introduced with bore/stroke dimension of 74x80.5 mm, unit construction engine and 3 speed gearbox. Drum brakes, a saddle tank, lengthened wheelbase, enclosed valves and a revised exhaust system were among subsequent improvements made to the M70 and the model continuing in production until superseded by the M71 in 1936. The external flywheel of the early models was coloured red, hence the model's nickname of "Moulin Rouge".

These were features of the sidevalve M70 tourer, the 1927 launch of which was publicised by three factory-supported machines undertaking a daring trip from the Belgian city of Liège to North Africa and back, taking in a crossing of the Sahara desert on the way. Two French army officers and a Belgian mechanic crossed the Sahara Desert with M70s in April, May and June 1927. They covered 6300 km of desert without the machines failing them. A heroic performance, that brought much publicity to the factory and coined the name "Sahara" for the brave little machine. The Sahara was a very successful machine: it was an easy starter; its reliability was high, and it had a then remarkable top speed of more than 90 km/ hour.

Petrol consumption 112 mpg, oil consumption 1800mpg. 1929 was FN's most successful sales year with more than 14,000 machines produced. The model proved very durable and a lot survive in Belgium, France, Germany and Poland. A version was built in Germany under the name BAM to overcome foreign currency restrictions. The M70 was also featured in the famous comic books Tin Tin as his chosen ride.

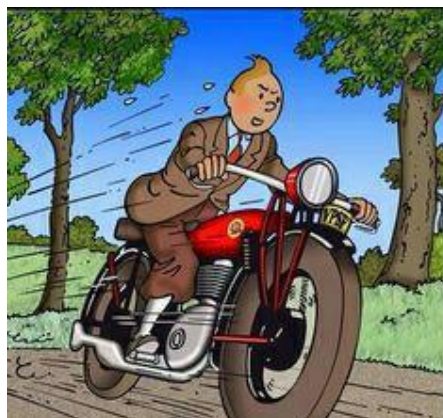
Murray Barnard



*The Sahara adventurers*



A family group with their 350cc FN M70



Tin Tin at speed on his trusty FN!







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**1982 YAMAHA XJ650 TURBO PROJECT**  
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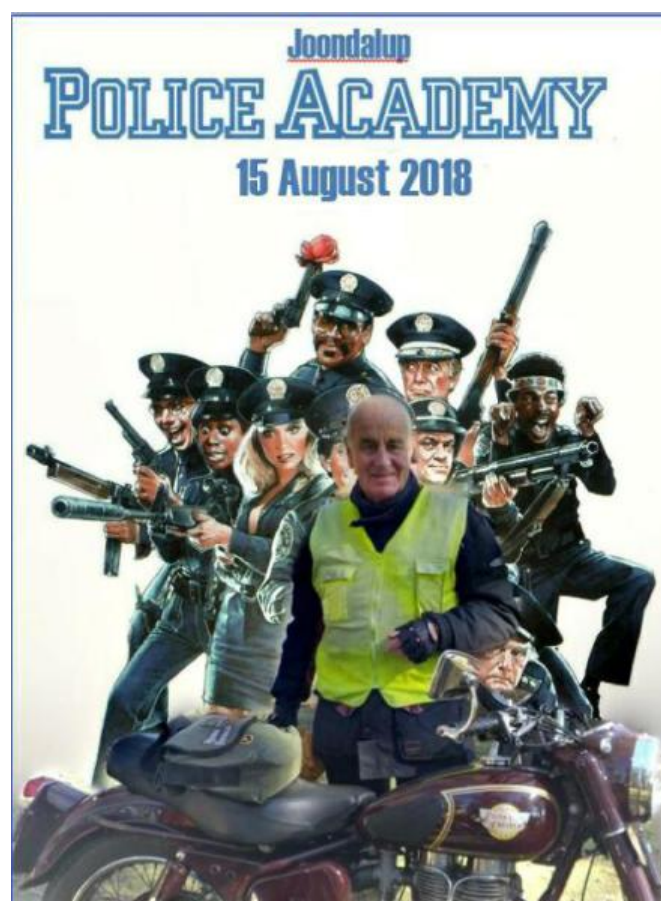
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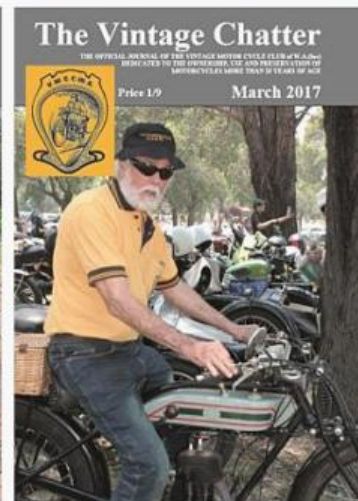
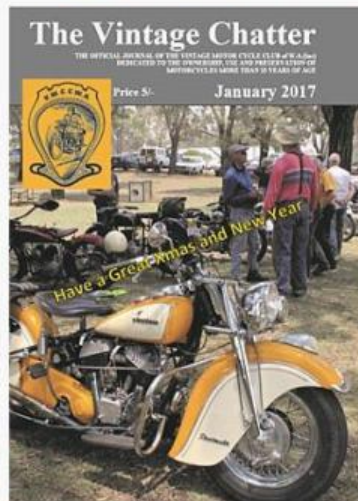
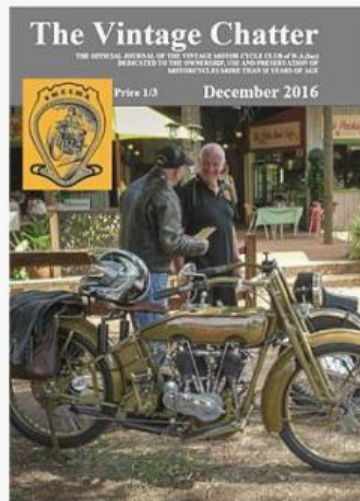
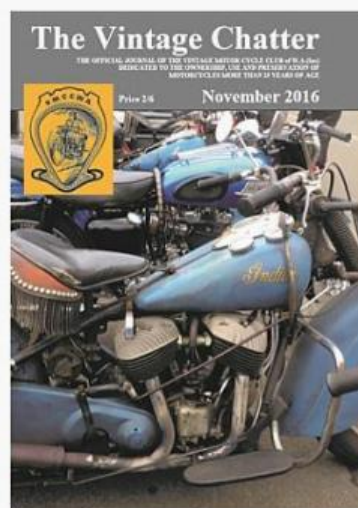
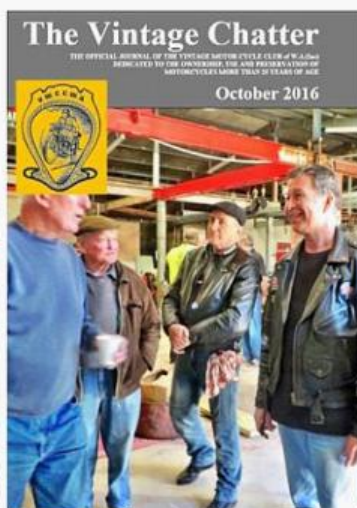
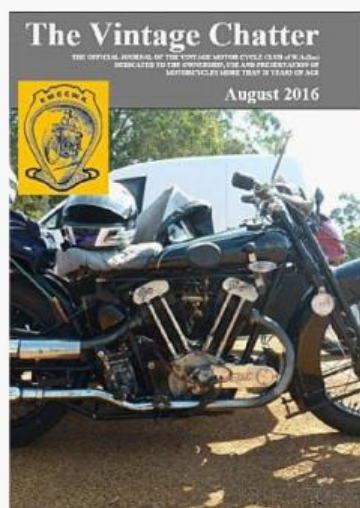
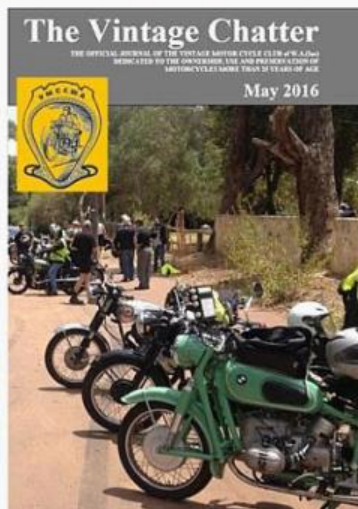
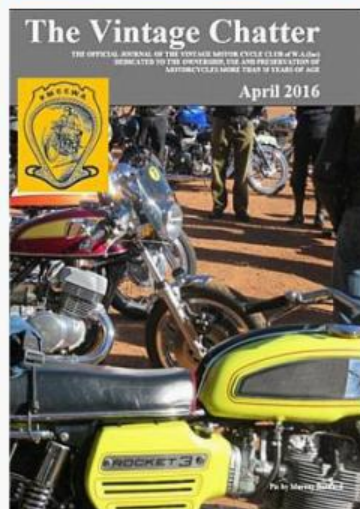
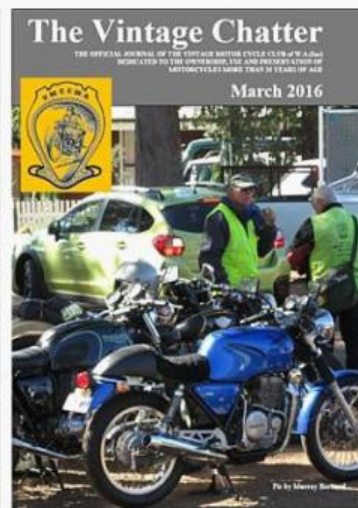
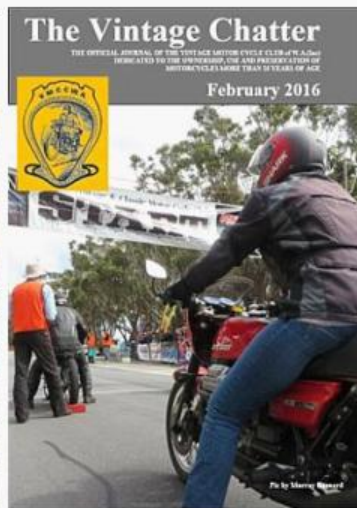
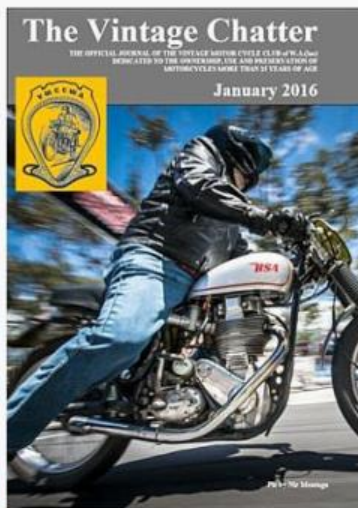
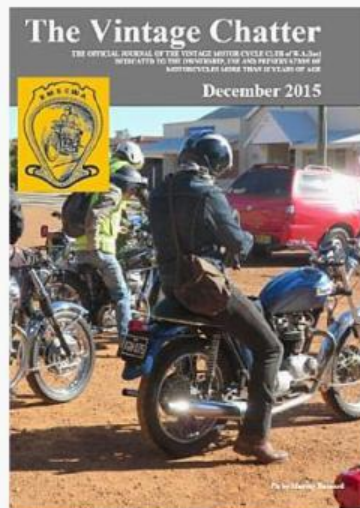
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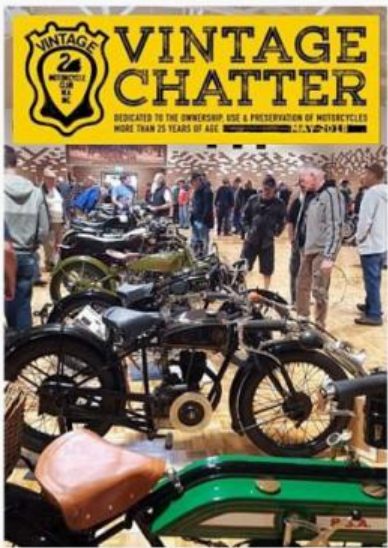
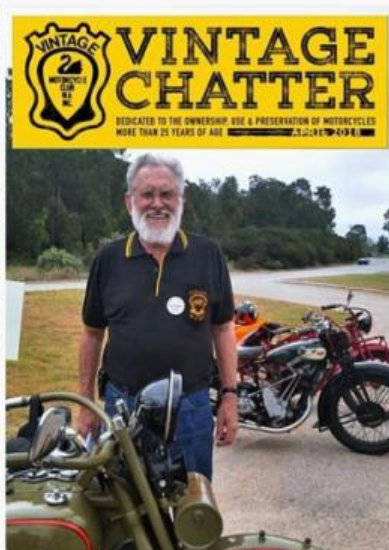
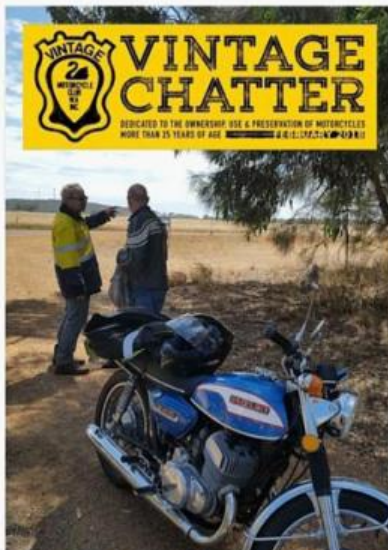
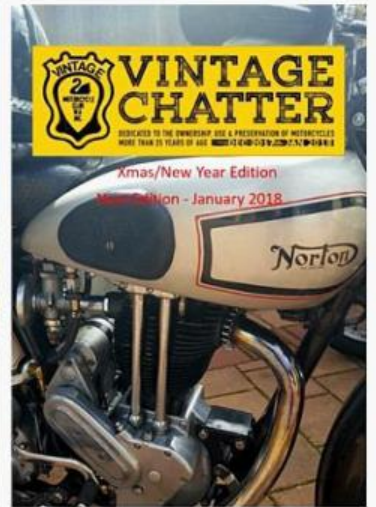
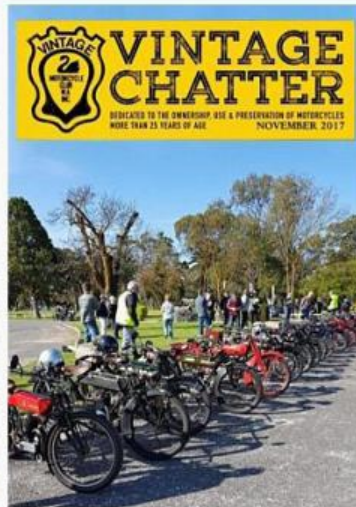
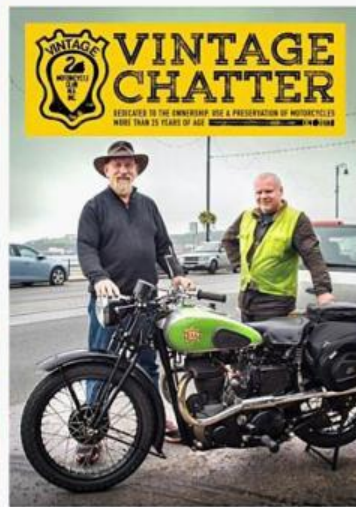
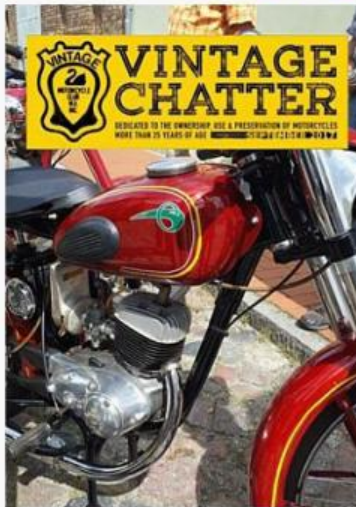
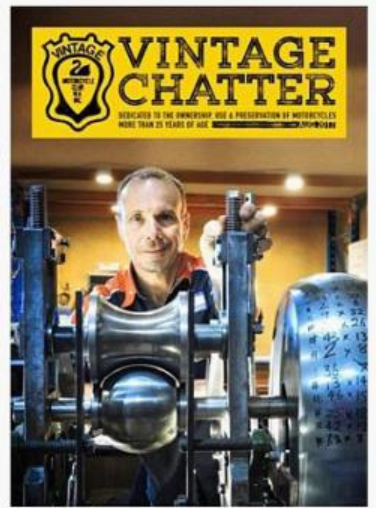
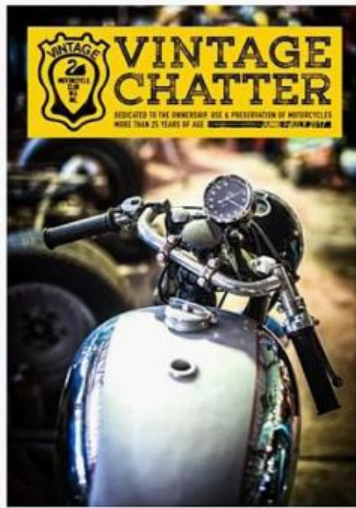
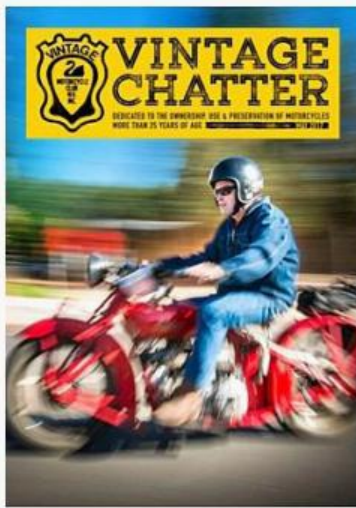
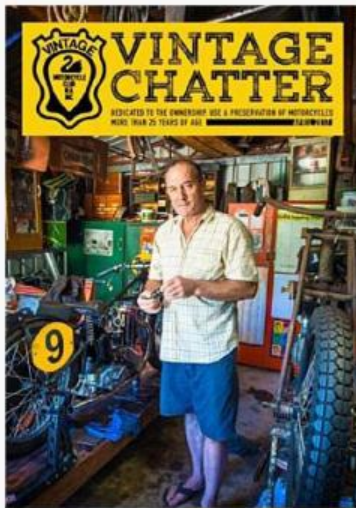
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# VINTAGE CHATTER

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**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103 [les@dgas.com.au](mailto:les@dgas.com.au)

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Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

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[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Welfare Officer:** Adrian White - 0438335563 [sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com)

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428 (on a temporary basis)

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineers:** Owen Page, John Moorehead, Rex Edmondson

**Meeting Registrar:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

**Classic Section:** Coordinator - Jim Douglas 94016763

**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009 787

[ian.curtis@vmccwa.com](mailto:ian.curtis@vmccwa.com))

**Treasurer:** Chris Davis – [chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au) (fees payable to BSB 126547 Acc 22110619)

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

**Albany Section Chair:** Paul Armstrong – 0417051378

[patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au))

**Albany Section Secretary:** Roger Bittner – 98446524

[rokebit@gmail.com](mailto:rokebit@gmail.com))

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844 4081

[billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at Mayfair Lane, 72 Outram St, West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Event Backup:** John Mills 0421738853 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 858, Hillarys, WA 6923

**Website:** [www.vmccwa.com](http://www.vmccwa.com)

**Facebook:** [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa)

(to view and post, you need to register on Facebook first and then message web admin to gain access)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

## BASIC VMCCWA PRINCIPLES:

1. The Club exists for ALL members.
2. In engaging with members, approved events will be advised in advance to all members.
3. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility.
4. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

**Cover Pic:** Barry White at the Midland Workshops with his 1940 BSA 500 Silver Star. *Pic by Murray Barnard*



**VMCCWA Membership Subscription Renewal Form all members to complete in full**  
**Annual Subscriptions - Due Before 31st December each year**

<b>Last Name</b>		<b>First Name</b>	
<b>Membership #</b>		<b>Phone/mobile #:</b>	
<b>Email address:</b> (Club preferred contact point) Essential to receive online Chatter.		<b>Postal Address:</b> (essential for print Chatter subscribers) incl postcode	

**Please note:**

1. Your name and contact address will be recorded in the Club Members' Register which can only be inspected by members with a legitimate club requirement. Your preferred contact address is an **email address**, failing which, the postal address will be used. Otherwise, information recorded above will not be accessible by members without your consent but will be recorded on the club database for club administration purposes. This is in accord with the Associations Incorporation Act 2015 and the Privacy Act.
2. As a financial member, by default, you will be able to access the club website and the Chatter online.

Membership Renewal: **Tick the box next to the item which applies (remember to choose Chatter format required):**

Status	Chatter format	Annual fee	Tick one box	Family Member's First Name
<b>Metro</b> Single	<b>Postal</b> Chatter	\$65		
Country Single	<b>Postal</b> Chatter	\$60		
<b>Metro</b> Single	Online Chatter	\$35		
Country Single	Online Chatter	\$30		
<b>Metro</b> Family	<b>Postal</b> Chatter	\$70		
Country Family	<b>Postal</b> Chatter	\$65		
<b>Metro</b> Family	Online Chatter	\$40		
Country Family	Online Chatter	\$35		

To retain Active Senior Member status you must reapply each year, please tick a box below:

Status	Chatter format	Annual fee	Tick one box	Family Member's First Name if req'd
ASM	<b>Postal</b> Chatter	\$30		
ASM	Digital Chatter	\$0		
Life	<b>Postal</b> Chatter	\$0		
Life	Online Chatter	\$0		

**TOTAL PAYABLE \$** \_\_\_\_\_ **Or if already prepaid indicate year to end of** \_\_\_\_\_

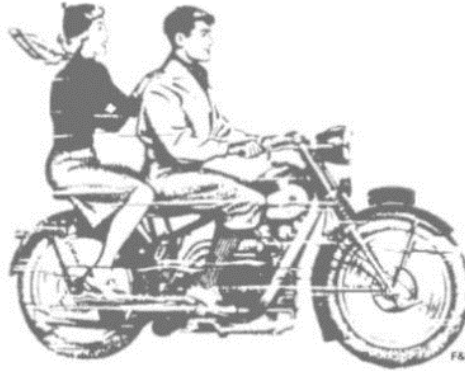
Note 1 Country memberships are for those who reside more than 100km from the club rooms in Wattle Grove

Note 2 All memberships fall due on the 31<sup>st</sup> December each year. Any member, who has not paid their annual subscription will be deemed to have resigned from the Club and will no longer receive the Chatter, have access to the members' website, parts store or club auctions or be entitled to concessional licensing via the VMCC of WA Inc.

Note 3: Payment by mail: **if you require your membership card to be returned by post: You must include a stamped self-addressed envelope**

**To Pay Your Subscription:**

1. **Online (Preferred Method)** BSB: 126 547 Account 21998733 **Please ensure your membership # & surname is included on online payment.**
2. **Cheque or money order:** Pay to VMCC of WA, **Mailing address:** Membership Secretary, PO Box 858, Hillarys, WA 6923.
3. **Cash:** at monthly meeting from August meeting onward with this renewal form completed in full, please do not send cash by mail.



## **“VMCCWA Needs You” Please Apply**

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The VMCCWA Club is recruiting and will fill the following vacant positions: Secretary, Committee Member, Regalia officer and Membership Secretary

These professional committee management and management support positions are vacant and open for application now for 2018/2019. The term for the successful committee applicants will be for one elected term placement working with the current committee, then eligible for re-election at the next Annual General Meeting of the VMCCWA.

**Mission:** Add value to the VMCCWA as a charitable, open family friendly club supporting the restoration and preservation of Vintage motorcycles over 25 years old and displaying prized, priceless bikes to the public.

All vacant positions are equal opportunity positions open to all members of the VMCCWA club regardless of duration of membership and/or participation levels in calendar events. The VMCCWA committee is searching for the best talented VMCCWA committed members with a can do work ethic, reliable, honest and responsible, good member communication skills and some computer literacy. Members with financial expertise, accounting experience, media expertise, events organisation expertise, professional management skills, journalist experience are also sought. If you have all or any of the listed skills the VMCCWA club committee will value your application to maintain and continue the growth of a great club. The 2018/2019 Committee with your valued participation will be to benefit the 600 plus membership and create new opportunities for members to enjoy every personal and family opportunity as proud club members of the VMCCW.A.

All applications will be private and confidential; references or recommendations would be an advantage. Please, on your application for the listed positions, submit a brief description of your work, social and club participation history with the Club and/or past, present interests with other clubs and charities. Every member is welcome to apply. Successful applicants, who enlist the support of spouse, partner, and/or direct family members to assist the VMCCWA club membership in management and events, will be recognised for their valued contribution. Appreciation will be acknowledged within the social media outlets of the VMCCWA club 2018/2019.

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### **Positions Vacant:**

**Club Secretary** (Correspondence, Documentation, Meetings and Legal)

**Committee Member** (Participate in decisions and forward planning on the management of the Club)

**Membership Secretary** (Manage membership renewals and new member applications)

**Regalia Officer** (Club Promotional Regalia, promotion, supply and sales)

**Event Organisers** (always sought for new and innovative ideas and events).

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Please forward your expressions of interest to:

**Attention:** Paul Peghini

Email: [fastrak.paul@bigpond.com](mailto:fastrak.paul@bigpond.com) or [paul.fastrak@bigpond.com](mailto:paul.fastrak@bigpond.com) Mobile: 0419 914 303, Phone at service 24/7, Voice and text messages returned within the hour

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## PRESIDENT'S REPORT

Trevor Stephenson

I will take this opportunity to thank all members who attended the AGM, also to thank all the members who voted, with a special thank you to the Albany section. We as a club must move forward planning for the future. Please take some time and think in a positive manner, any ideas you can think of, no matter how crazy that can improve your club.



### VITA BREVIS

Murray Barnard

Well, here I am again, probably more surprised than you are. I have to thank Trevor and Barry who encouraged me to continue (although a break would still be nice). Peter

Bennett has also agreed to assist again. Chas Bayley has also offered to assist with Chatter proofreading. If anyone has some positive ideas and especially contributions, feel free to send them to me. On another matter, standing for committee is a serious matter and I would urge anyone thinking of running for Office to think carefully & read the guidelines on running an Association beforehand. These guides are on the club website. Finally, it would be nice to get back to a focus on enjoying our machines, thus.....



### VIEWPOINT

Paul Peghini

In joining the Club committee, my aim is to value add to the club management (and increase positive experiences for each members). I want to improve communication with the 600 members. I will support a recruiting campaign to seek out the best & most talented members in the VMCC club to manage planned events, this will include 100% support and recognition of any club member who steps up and goes the extra mile in support of the club. I thank the outgoing president and committee members for managing the club well during their time of service to the membership. I also thank them for handing over the VMCCWA to the new committee in extremely good financial condition, with solid property assets, solid cash assets, and a great 600 strong

membership. All of this makes for a great club, not a good club, a great club. The improvements I've seen in 2018 include, the club has:

- ☐ An informative modern professional advertising medium (The Chatter magazine and the web site)
- ☐ Murray Barnard's 14 years of published photos of club members, club bikes and club event will be sought after in future years as history. You as a member are a part of this VMCC success story. You just need to display your bike at a club event, write a motorcycle story or supply a photo or your machines with you in it. This will record you in official club history.
- ☐ Club Unit enhanced spare parts store, larger Library, meeting area and access to knowledge and assistance
- ☐ The voluntary dating officers, machine appraisal and register, event organisers, building / Busy Bee Crew's, the list goes on, of willing members who step up and

contribute, Everyone I have encountered always helpful and willing.

Best Achievement 2016 to 2018: The VMCC club has modern up to date club rules in compliance with current 2018 Governing bodies. An outstanding effort achieved by the retiring committee 2016 to 2018, including the 600 strong memberships for recognising the importance of these items. Interacting with Trevor Stephenson on club matters and at VMCC social events prior to his nominating as president for

the VMCC, I feel we share very similar values. These values will include increased recognition of contributing volunteers and the active members, introduce rewards for outstanding efforts, maintain social values and respect for all who support the VMCCWA. I am also looking forward to working closely with Barry O'Byrne who continues his dedication and commitment to the club at every level. I am also looking forward also working and assisting all new and past committee members in 2018-2019. Thank you all - *Paul*



## OBSERVATIONS

**Richard Argus**

I am honoured to have been invited to the committee of our significant club. Everyone I have met in the club since moving to Maida Vale (from Kalgoorlie) in 2011, shares an interest in motorcycles, and for many of us it is a life-affecting passion. I started riding motorcycles at the age of 10, mustering sheep on Mt Carnage Station (Ora Banda) on Honda Benlys (dad preferred them to the

Bantams); hopefully I can achieve another 20 years on two wheels going forward. Like most / all the club members. I have found that one motorcycle is not enough; I always avoid answering my wife's question as to how many are in the shed. Our club has a new committee, and after attending the first meeting of the newly elected team last week, I was impressed with the commitment of the committee members to making the right decisions for the club, and for following due process. The committee welcomes visitors, and the visitor who attended gave us positive feedback on the experience. I wish to see a survey conducted so that we can understand more clearly what members want from their club, and to improve membership participation across the board of club activities. - *Richard Argus*

## ROUNDUP OF COMING CLUB EVENTS

Compiled by Murray Barnard

29 Jul - Gold Star Ride - Dave Weeks
5 Aug - Meet and Greet - Trevor Stephenson
12 Aug - Targa West - Art Woldan
15 Aug - Police Academy - Adrian White
26 Aug - Keith's BBQ - Keith Weller
1 Sep - Day before Beverley - Pre31 machines only - Phil Skinner
2 Sep - Beverley Run - Pre31 machines only - Phil Skinner
14 Sep - Friday Nite Run - details TBA – Ian Curtis
16 Sep - Chittering Run - details TBA – Ian Curtis
30 Sep - Spring Rally - details TBA
30 Sep - DGR – details TBA
7 Oct - Car Boot Sale - details TBA – Chris Davis
14 Oct – Annual Fly-in - details TBA – Barry O'Byrne
21 Oct – WA TT – details TBA – Barry O'Byrne
4 Nov - Dam Early Run - Chas Bayley - details TBA
9-12 Nov Gypsy Tour - Murray Barnard & Albany Section
25 Nov - XMAS BBQ - details TBA
1 Dec – Kalgoorlie Toy Run & Ora Banda Ride – Richard Argus
2 Dec - Peter Groucott Memorial Run - details TBA – Roger Bowen
2 Dec - Joondalup Toy Run - details TBA
26 Dec - Boxing Day Breakfast - Ken Vincent - details TBA



For the latest event details always look online at the Events Calendar: <http://vmccwa.com/wp/events/list/> as shown in screen snapshot below...

# Events


VMCCWA Events

[EVENTS LISTING](#)
[CALENDAR VIEW](#)
[INSTRUCTIONS/FORMS](#)
[BACK TO OILY RAG](#)


ROUNDUP OF COMING CLUB EVENTS

## Upcoming Events


[« Previous Events](#)
[Next Events »](#)



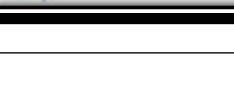
**15 July 2018 – Girder Fork Ride**  
15 July @ 8:00 am - 5:00 pm  
GIRDER FORK RIDE – 15 JULY 2018: Roger and Roxanne Bowen are hosting this event at 9 Dove Retreat Baldivis on Sunday 15th July 2018. 60 kms of flat country....



**Parts Store: 9am-12pm**  
16 July @ 8:00 pm - 9:30 pm  
Recurring Event (See all)  
Normally meet 3rd Monday of the month, at 7.30pm, at Mayfair Lane, 72 Outram St, West Perth 6005 Held most months at the above time and date, but check on Post...




**Pre-31 Meeting**  
25 July @ 8:00 pm - 9:30 pm  
Recurring Event (See all)  
Normally meet every 4th Wednesday of the month. 8pm start at 6 Hickey St Ardross. Held most months at the above time and date.



**Parts Store: 9am-12pm**  
25 July @ 9:00 am - 12:00 pm  
Recurring Event (See all)  
Open 9am-12 Noon

## EVENTS CALENDAR

JULY 2018						
M	T	W	T	F	S	S
		27				1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5



**15 July 2018 – Girder Fork Ride**  
15 July @ 8:00 am - 5:00 pm

MON 16

**Post70 Meeting**  
16 July @ 8:00 pm - 9:30 pm



**29 July 2018 – Gold Star Run**  
29 July @ 10:00 am - 5:00 pm

**GOLD STAR ANNIVERSARY RUN 29 JULY 2018:** This event is to celebrate the anniversary of the start of manufacture of the BSA Gold Star & is open to all Club-eligible 'bikes. As the run is on straight long roads, it is more suited to 50's-on 'bikes, but all are welcome. The route is similar to last year's but starting at KFC's car park (Mundaring) & goes via The Lakes to York (where we have a half-hour coffee break) then through Spencer's Brook to Toodyay for

lunch. The return is back down Toodyay Road, turning off for Chidlow & back to the KFC car park. The start will be at 10 am, with 30 mins for coffee at York & about an hour for lunch in Toodyay, with the back-up leaving at 1.30/2.00 pm. Fine weather has been ordered & the back-up fee is the usual pittance at \$3.00. To find the start, head east on Great Eastern Highway, left at lights in Mundaring & next left into KFC's car park, left again. Dave Weeks Ph 043 999 1584

**MEET & GREET NEW MEMBERS – 5 AUG 2018:** All members (and especially new members over the last 12 months) are invited to a BBQ and drinks (which will be provided) at the Club Unit in Maddington. This is a President's event. Address is Unit 4/4 Malcolm Rd Maddington. Start time 10am. Contact Trevor Stephenson 0402027946.



**Meet & Greet – 5 August 2018**  
5 August @ 10:00 am - 1:00 pm

**TARGA WEST – 12 AUGUST 2018:** The VMCCWA has been invited to display bikes on August 12th at Targa West. This is an event where rally cars will be competing on a temporary course set up in Langley Park by the Swan River. The event starts at 9.00 so please arrive by 8.30. To enter travel west on the Causeway, then on the footpath between Riverside Drive and the River.



I'll be at our location between Riverside Drive and the River with an attendance form. We'll park on grass so bring some wood if you think you'll need it. There is no charge for the VMCCWA or the public, if you want to invite others. It will be helpful if someone can bring the Club gazebo and banner. The event finishes at 3.30. There will be classic cars on display, food and coffee stalls, vendors, toilets, etc.  
Organizer, Art Woldan 9330 3264



**15 AUGUST 2018 – POLICE ACADEMY:** Time and place: arrive from 9am, Wednesday August 15 at 81 Lakeside Drive, Joondalup. Tour starts at 9.30am. Ever wondered how you could take good people with a thorough respect for law and order and turn them into those who are regularly confronted with the worst humanity can offer? Drug crazed idiots, thieves, murderers, accident or violence victims, road trauma, often little kids involved. The Police!

They have lives like the rest of us - family, homes, hobbies, sport and so on. How do they cope after taking a mutilated child's body out of a

smashed car or worse, then arriving home to their own beloved kids?

Come and find some answers on a tour through the Police Academy at Joondalup. It's a real eye opener including simulated situation training, no holds barred. Your mode of transport is optional to allow for partners, but it would be nice to see a few bikes. It would also be nice to see members offering a contribution to the Legacy Fund. Following the tour, we will ride in the beautiful weather down the coast to Scarborough for lunch (there's several options for food) and a look at the much-vaunted re-development there. Numbers are restricted so please register your interest by phoning Adrian White, 9294 2495, 0438 33 55 63



**KEITH'S BBQ – 26 AUGUST 2018:** Keith is hosting a social event at his esteemed establishment on 26 August starting at 10am. A BBQ will be held at a cost of \$5 per person. Guest speaker to be advised. Come and display your bike, all eras welcome. Keith Weller – 92742476. Address: 122 Bushmead Rd Hazelmere.

**GYPSY TOUR – 9-12 NOVEMBER 2018:** The *Gypsy Tour* will be on again for 2018 and this year it will be held a bit earlier to avoid the Christmas Rush and December heat. The base for the tour will be Denmark and I have coordinated with the Albany Section to have a joint activity and BBQ on the Sunday. Depart for Denmark from Perth on the 9<sup>th</sup>, return on the 12<sup>th</sup>. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were

popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour.

The 2018 *Gypsy Tour* will include a ride on the Saturday up Mt Shadforth across to William Bay, Elephant Rocks, Green Pool and the chance to visit the Chocolate Factory and wineries on the way. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. We will pickup BBQ supplies in Denmark before the run.



Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join me for the run down via Mt Barker pie shop. Pencil in 9-12 November. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now.

**Note:** I would appreciate if anyone interested in attending could now phone or email me to advise of their intention to attend. I can then contact you closer to the event to advise you of further details and meeting points. You don't need to commit at this stage but just let me know for planning purposes. Murray Barnard 0434215665, [muzza@ozebook.com](mailto:muzza@ozebook.com).





## NEWS

Compiled by Murray Barnard

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**OPPORTUNITIES WITHIN THE CLUB:** The following roles are vacant. If anyone is looking for challenging roles which can make a difference, please contact the President. Be aware that the roles require some technical knowledge and a significant time commitment. Roles include: Secretary, Membership Secretary and Regalia

**NEW MEMBER APPLICATIONS:** If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter – Darren Jones, George Bisschops and Jaydon Schreurs

**LIBRARY RENOVATIONS WELL UNDERWAY:** Recently the old wall to the library was demolished by Trevor Stephenson, Ken Vincent, Gary Tenardi, Jim Douglas and myself. This now provides the opportunity to expand the library once carpet is fitted and electrics installed. The enhanced utility of the Ken Marshall room has been facilitated by using the Maddington unit for overflow storage and committee meetings.



**MEMBERSHIP RENEWALS FOR 2019:** Members are encouraged to renew their membership as soon as possible to avoid a last minute rush at the end of the year. A renewal form is printed on the back of the Chatter mailing slip for print Chatter subscribers. A renewal form is also available online.

**EVENT CALENDAR CHANGES:** The WA TT will now be held on Sunday 21 October 2018. A run to the Sport Aircraft Builders Club - Annual Fly-In at Serpentine Airfield will be held on 14 October 2018. The Kalgoorlie Toy Run and a ride to Ora Banda will be held on 1 December 2018.

**CMC1 FORMS FOR 404 LICENSING:** Requests for these forms should go to Lat Fuller in future following machine dating, appraisal and if required 1<sup>st</sup> time examination.

**NEW COMMITTEE APPOINTMENTS:** To address vacancies on committee, Trevor Stephenson has advised that the following appointments have been made by the committee: Jim Douglas - Treasurer, Murray Barnard – Communications and Richard Argus and Les Vogiatzakis – general committee members.

**MINUTES OF AGM:** 4th July 2018 Held at Wattle Grove commencing at 8 pm, Chairman: Adrian White, Secretary: Jim Douglas Treasurer: Greg Eastwood. Members attending: 85 members attended the meeting plus 2 visitors. The meeting had the required number of members to form a quorum. Welfare Report: Bruce Kirk fell off his bike and is recovering. Julie, wife of Pat Miller is very ill. Joe Zappa who is not a member but many in the club will know has died. Life member Ron Cherrington has died. Visitors: Bruce from South Island NZ over here for a holiday. Welcome to Perth Bruce. The following new members were accepted into the club, Lee Hall, John Oldland, John Hart, Ian Willington, Dax Petley, Mark Roberts. John O received his envelop from the Chairman, the rest will go in the post. President called for acceptance/dissenters and any business arising from the previous AGM. It was reported that in the Welfare report 2017 it was incorrectly stated that the President elected in 2014 was Barry O'Byrne. It should have been John Wightman. Barry was elected in 2015. Minutes approved moved by Paul Peghini, seconded Chris Davis

**Committee Annual Report:** An eventful year for the committee with most of its members deciding that retirement from this voluntary work is now the best option. This follows the negative energy around the club at present most of which is absolutely unwarranted. The members of this committee have been involved in some major modernisation changes to the club over the last three years. This started with the modernisation to the club's constitution which was long overdue. A necessary change to bring us into line with the Associations Act. We adopted the WA Government supplied Model Rules which cost the club zero in expenditure and ensures that we will always have a constitution which is in accordance with the new and future Association Acts. It also substantially reduced the number of rules in the club and simplified administration. We purchased a storage unit for the club which gives us greater long term financial security and the flexibility to make other changes to our buildings, e.g. this year we have embarked on a revamp of the Ken Marshall room to give the spares stores and the library considerably more room. This would not have been possible without a facility to store our equipment and future parts purchases. Most of the work required is complete but some small items remain, such electrical work. Over the last three years we have created a club monthly magazine which is the envy of many other clubs in Australia. It is now a full colour mag with current events, pictures from

the past, technical articles and members adverts. Something for everyone is contained in the Chatter. We have even had past members, who are no longer members asking to pay a fee to receive a monthly copy. A recognition of how good the chatter has become. Last year we changed the fee structure for the members to be consistent with the results of the fees survey which was carried out. Never an easy task to review and propose a new fee structure as someone will always find fault. However, the fees for membership now dovetail clearly into the areas where members benefits are clearly identified and paid for. We have seen new events created such as the week-end Gypsy Tour. This event is primarily social which builds upon the relationship with the Albany section. The committee continues to be concerned about the low number of members who attend our events. As the older motorcycle enthusiasts are retiring from riding the new members who would normally take their place have not appeared in the same numbers. Something for the committee to consider in future to see if anything can be done to change this sad decline. With 600 members it is strange to find only 30 members out riding their motorcycle. The exception is the Albany section, where with only 60 members they regularly get 30 on an event. In mentioning Albany, we acknowledge their excellent initiative in providing Section awards for deserving members. Positive contributions should always be recognised. Finally, the committee would like to thank all of the volunteers, officials and organisers who have contributed some much over the past year. Without their efforts the club would not be as successful as it is today.

**Treasurers Report:** The Club made a cash surplus of \$15,719. This was mostly due to the efforts of those involved in the spare parts sales and the swap meet. They recorded surpluses of approx. \$15k and \$5k respectively. It is clear that from a financial point of view this club would not survive without these vital sources of income. Interest income for the year came to roughly \$6,000. The unit is currently valued at \$255,000. This was the last valuation we had from a real estate agent at the end of last year. In all probability it has increased in value slightly. Items of note for the year were:

- ☐ The change in the fee structure ensuring that everyone is covering their own cost of membership
- ☐ Subscriptions were up \$9,111 from the previous year. That is an increase of 50%. As expected this covered the cost of the chatter, administration costs and the costs associated with rallies and events for the club.

An addition of the fixed assets and the bank accounts shows the net asset position of the club to be \$650,011.52, \$295,528.32 of this is in cash. The accounts for the club have not yet been audited, there is no requirement by the association act that we must do. However I highly recommend that they be audited professionally within the next few months. The accounts have however been double checked by Jim and are available for inspection by any member who is interested. The full club financials for the year are available in print form on the desk at the front. If anyone as any questions or wants more detail please see me after the meeting. I'd like to thank all the committee members for their support and efforts over the last 3 years that I have been treasurer and will do all I can to help with

the transition for the incoming treasurer.

#### **Bank Balances:**

Transaction account	\$36,496.93
Web Saver	\$6,225.08
Events (old Unit)	\$28.91
Library	\$542.57
Investment Account	\$86,164.48
Investment Account	\$50,246.57
Investment Account	\$50,274.31
Investment Account	\$50,252.05
Post 70's	\$1,283.37
Pre'31	\$7,074.74
Albany	\$6,939.31
	<b>\$295,528.32</b>

**Election of Office Holders for the club:** The following members are standing for election as the Officer Holders of the club: Chairman: Greg Macham or Trevor Stephenson, Vice Chairman: Ian Curtis or Barry O'Byrne, Secretary: Warren McEvoy, Treasurer Colin Hankinson. Please note that Colin Hankinson has had to withdraw from the election due to other commitments which have occurred at the very last minute. A call to members on the floor to volunteer for the Treasurer position failed to gather any offers. This position therefore remains vacant. Please note that as the secretary position is unopposed then Warren McEvoy is duly elected. Under our Rules the meeting must consider how many committee members are elected at the AGM. The outgoing committee has recommended that 5 committee members should stand one of which one must be a communications specialist. A motion was put to meeting that 5 committee members are elected for the forthcoming year. This was passed by a show of hands giving a clear majority.

**Election of Committee members for next year:** Those standing for election were: Paul Peghini, Stephen Hills, David Weeks, Paul Spittle, Ian Brashaw. Only four of those standing will be. After the candidates gave a brief description of their credentials for their position the members were asked to cast their vote.

**Section Reports - Albany:** The Albany section has achieved most of its goals, for the period, notably securing life membership for Ed Shekel, a process that had started some, two or three years previously, a good result. Also the section started an outstanding service award, the first going to Bob Shanks, the second to Kevin Palfrey, both richly deserved, for their services to the section. The section has also attracted quite a few new members, who are enjoying the coffee and club runs, which have been well supported, and provide the section with a small and steady income source. This does away with requirement to raise funds or run raffles, and in



the last 12 months the sections funds have had a small increase, which may be used to fund a fully provided bbq for its section members and Gypsy tour riders group in November. To mention club runs, some notable runs for the year occurred, the Christmas charity run, a great success once again. With the sections help we raised about \$5,000 for the Salvation Army in cash, and again filling the small truck with food and toy donations. The Flourish Cambodia club run, another outstanding success, for our section, again raising around \$700 for this great charity. We have numerous members helping and organising club runs, I thank them for their efforts. The committee members Roger and Dennis for their service and dedication, to the section, and all other members, who have helped the section achieve its goals. Sadly one of our section members was involved in an accident, through no fault of his own, resulting in some severe injuries. I would urge all members, to take care, wear a HI-VIS clothing and be as careful as possible on the road. The Albany Matters section, in the Vintage Chatter, is also a great success, a good read and promotion for the section and the section is receiving positive comments monthly from the senior section, mentioned in the chatter which is great. Sadly Dennis is retiring from the Treasurers post, through illness and I wish him a speedy recovery, and look forward to seeing him on section rides. In closing I feel the camaraderie, support, closeness and friendships developing within the section is outstanding, and something that all section members should be truly proud of, this is something that can only happen in a happy and close environment, and it makes me proud to hold the chairperson role. Paul Armstrong #512

#### **Pre 31 & Post 70: No reports received**

**Classic Section:** The classic sections consists of a group of 20+ members who have an interest in bikes from 1945 to 1969. The section does not meet on a regular basis but only when a member of the section organises a ride or a social event. So far there have been two meetings, one of which was a ride and barbeque. Members in the section have exchanged a list of suppliers and service providers for the bikes in the range of years relevant to the section. Jim #644

**Reports from Club Officials - Welfare Report:** Since the last A.G.M. we have sent one bunch of flowers to a bereaved family, issued one newspaper notice and sent sixteen gaskets for a total cost of \$202.80. I am content to remain in this role unless someone else would like to take over. Please advise if you hear of death, illness or misadventure where contact with the Club is appropriate. We can only perform our role if we know, don't assume someone else contacted us. I believe flowers are a more fitting and personal token of our feelings than a newspaper notice, with the cost being similar. A brief discussion with Committee members and some members accepted this view. Adrian White, Welfare Officer, #309

**Report from Web Administrator, Chatter Editor, Publisher and Database Administrator:** Been a very busy year having to complete tasks basically single handed. I thank Peter Bennett for his ongoing assistance. During the year, quality

informative Chatters have been provided in print and digital form. Overall the reception of these editions has been very positive. The workload is prodigious but requests for assistance have not unearthed any volunteers during the year. Quickmail is our chosen printer and their rates, quality service and turnaround have been exceptional. The web workload continues to be demanding as the web requires constant maintenance and upkeep. The web has new improved interactive elements such as classified ads and event calendars. The events calendar is now accessible by PC, tablet or mobile phone. The club database continues to deteriorate in its functionality. Requests for assistance and redesign within the Club have been unsuccessful. A number of external databases have been trialled and explored but none meet our specific requirements and are very expensive to subscribe to. Workarounds are keeping the database alive at the moment. Murray Barnard #497

**Registrar Report:** Since the last AGM the following reported activity took place as far as the Registrar's job is concerned: Transfer of ownership: 5, New registrations: 4, Transfer to Concessional license: 13. Following membership renewal at the beginning of year 2018 some 500 membership application forms were used to update the club database. Whilst a good portion of members records of bikes owned needed updating, a good number of the forms returned either did not have any information relating to the bikes owned, or were incomplete (i.e. no bike numbers/frame numbers/reg numbers etc). Some useful information was however obtained, thanks to the members who took the trouble. I have to report that I was asked to delete some 40 bikes from the register by members who have transferred them to other clubs. Lat Fuller #845

**Dating Officers - Post 70:** Since joining the dating team in February 2018 I have dated 18 bikes, all of which are post 70's. The dating form we are using seems to capture all the information we require for a smooth process, and it helps when it has been filled in using a word processor. Les # 572

**1931-1970:** For the 2017/2018 year I have dated 22 bikes for the members of the VMCCWA and I have carried out three appraisal inspection. By Manufacturer the following numbers were dated BSA 8, Triumph 2, Norton 1, BMW 1, Vespa 1, Kawasaki 1, Honda 3, Sunbeam 1, Ariel 1, Royal Enfield 2, AJS 1. By Manufactured Age the following 1931 to 1940 2 bikes, 1940 to 1950 4 bikes, 1950 to 1960 7 bikes, 1960 to 1970 8 bikes. An extra bike was dated to cover unavailability of another dating officer. The trend for the year again seems to be BSA's in the 50's to mid 60's, although the general age of the bikes being dated are creeping more towards the 1960's. However "variety is the spice of life" and we have 11 different manufacturers represented in the bikes dated this year. Maurice V Glasson #196

**Pre-31:** Montgomery 1929, AJS 1925, Indian 1926, Rudge 1930, Douglas 1925, Indian 1918 - Michael # 104

**First Time Examiner :** In the past 12 months I have inspected 19 motorcycles, 16 passed first inspection and 3 required minor improvements before they could be passed for registration. The bikes consisted of BSA x 4, Yamaha x 4, Honda x 3, Indian, Jawa, Suzuki, Kawasaki, Moto Guzzi,

Triumph, Douglas, BMW, Veteran x 1, Vintage x 1, Post vintage x 2, Invitation x 15. Phil Skinner # 523

**First Time Examiner Albany:** The year 2017/2018 Ten Bikes were presented for Concessional licensing (404). The bikes presented have all been to a good standard within keeping of the spirit of the club. Some Members have had fully registered (25 year rule) bikes changed over to concessional licence, these bikes do not have an inspection as such but must be sighted by the Examiner or other Club Scrutineer to make sure they comply to Club licensing requirements. Fully registered bikes changing from full to concessional licence still need to be dated by the Club Dating Officers before they can be Club Licensed. Once a bike has been checked/inspected the owner needs to let the Club Registrar know details that it has been licensed. Members are reminded that the onus is upon them to keep their bikes in good roadworthy condition as to Club requirements. A Department of Transport requirement is that all concessional licensed vehicles must display the appropriate Club sticker or plate. I.E. Veteran, Vintage, Post Vintage or more commonly Historic adjacent to the number plate. Bill Morrell # 228L Albany Section

**Spare Parts:** This year 2017/2018 has been very good for the spares dept. This term we turned over \$11,000. Along with the influx of spares from down south, sorting through existing spares and shelving, the spares dept is becoming more organised and efficient. The committee has now given approval for the renovations to the library, tech library, spares dept and the "Ken Marshall" room. This is all near completion and I believe makes the whole area more functional. While retaining the "Ken Marshall" room the club now has a "café" area where members can have a brew and sort out the worlds problems. I must say a very BIG THANK YOU to the guys who donated their time and effort and sometimes material to the spares dept: Chas Bayley, Rob Litster, Jeff Russell, Bruce Kirk, Gordon Cecil, Murray Barnard, Jim Douglas, Adrian White, John O'Brien, Rick Platt. And thanks to the outgoing committee and welcome to the new committee...here's to another good year for the VMCCWA Keith Weller # 452

**Library Report:** This past year has seen more books added to the club library, some bought and others donated by club members. We now have 2462 books in the library for all members to access for both Perth and Albany members. We are in the process of expanding the library to incorporate Mike Williams and the technical section. This should be finished in a couple of months. All books are backed up by collectors cloud in case of loss of data. We welcome any suggestion on what books members would like to see in the library. thank you. KEN VINCENT 52 GARY TENARDI 76

**CMC Representative:** As the VMCCWA delegate I attended the six CMC General Meetings over the past six months. The CMC AGM will be held in August 2018. The CMC continues to receive good support and currently has 107 clubs as members. The number of motorcycle Clubs as members is six, however some other Clubs also have motor cycles within their membership base. The Australian Historic Motoring Federation (AHMF) representing all the Motoring Clubs has devoted a great deal of effort in trying to have Government

rules concerning asbestos in imported vehicles relaxed. In some instances imported vehicles have been required to be dismantled to remove gaskets and like. The important action is to follow the rules and guidelines provided by import agents prior to the import. Another matter causing concern is the application of Australian GST on imported parts for orders under \$1000. The Government has advised overseas suppliers that they must apply and collect the GST for the Australian Government. Orders over \$1000 will remain unchanged with the GST applied at the time of import. Some overseas suppliers have advised customers that they will no longer accept orders with a value of less than \$1000. It is hoped that this situation will be resolved in a more manageable way. John Moorehead Member No. 627L

**Membership Secretary:** In 2017-2018 we introduced a new membership fee, In an effort to increase our income over expenditure. During this period, we have had 56 new members joining the club a growing amount joining the post 70 section most of these are joining for the concessional licence 404. My major concern is the renewals. The committee passed a new renewal form, so that we have a better idea of Active senior members (ASM) who may have passed away? There were **310** members who have got it right, filling in the form and paying prior to 31 of December, **147** members payed after December 2017, **136** members did not send in forms. We have remained about the same number of member as 2016-2017 with **593** members. I have had some complaints about me not sending cards to members who paid on line, during December and January I check the Bank of Queensland (BOQ) account every day, a problem can occur if the bank paying into the BOQ does not include the members number first and members name. E.g.: (renewal VMCC WA INC membership J) as this gives me no information, the space provided in the BOQ on line statement is very short. The committee has been processing applications faster than the previous year. That Active senior members (ASM) who wish to receive the Chatter pay for the privilege, to differentiate from LIFE members who have done significant things for the club and its members. I would like to thank Mike Blake assistant membership (508) for his help during the last year, and Patricia Sandford (605) for her help during the renewals in the December meeting. We still need a younger member to learn how the membership process is done. We need a better method for printing the membership card, I have looked at a plastic card same size as a credit – EFTPOS cards, that we can have bar coded, thus making signing in on club night easier and possibly Parts and runs. Trevor Stephenson # 121

**Patron:** A motion was proposed that the club patron for next year be Life Member, Rex Edmondson. The meeting approved the nomination by a show of hands.

**Results of the Election:** The election scrutineer, Owen Page provided the results of the election which are tabled below: Chairman: Trevor Stephenson, Vice Chair: Barry O'Byrne Secretary: Warren McEvoy, Treasurer: Position Vacant Committee Specialist Communications: Position Vacant Committee Members: Paul Peghini, Stephen Hills, David Weeks, Ian Brashaw



The election scrutineers, Owen, John and Rex are all thanked for their efforts in counting the votes.

There being no further business the meeting closed at 9:30

Chairman

Secretary

**NB:** *Dave Weeks, Warren McEvoy, Ian Brashaw and Stephen Hills subsequently resigned from the committee without attending a meeting.*



## NUMB BUMS & OIL LEAKS

by Adrian White

No motor cycle connection in this. The now long defunct "Press" newspaper in Christchurch carried ongoing reports of a long running trial of a man accused of raping an underage teenage girl, a very sordid affair. During cross examination the girl was asked if her assailant had spoken during the ordeal, she said he had, but "couldn't repeat such words." Said counsel "Could you write them down?" "I think so" said the girl, and reluctantly did so. The paper was then passed around, including the jury. The end juror was unfortunately having a nap, noticing this the lady next to him nudged him then passed him the note, which he duly read, winked at the woman and sipped the note into his pocket.

Sunday, best day of the week, on a Club run, beautiful weather and a good route sheet which tells me to turn left at Joondalup Drive. So I coast up to the intersection, stop and put my right foot down, or try to, it seems welded to the footrest and once you're at that stage of stopping it's nigh on impossible to change feet. My mind says you're going to fall over, try staying in the riding position on the bike and that should minimise damage to bike or body. I saw Colin Brazil do this once, successfully, on and then off, his Indian. The kickstart has somehow found its way up the leg of my jeans. There seems to be a bit of space between the cars on

Joondalup Drive and the kerb, without thinking I drop the clutch and hope for the best, it's all good!

The five gallon tank on the Spitfire was great crossing the Nullarbor Plain but I had occasion to wish it much smaller. I'd finished some maintenance on the bike in my workshop under the house and decided to start the engine, leaned over the bike to turn the fuel on but petrol poured over my hand. Sod it, must have forgotten to reconnect the line, but no, the cheap Chinese imitation tap, sourced locally had snapped off. Murphy's Law demanded the tank be full, there was no-one I could call out to and wouldn't be for at least four hours. Visions of the house an inferno, what to do? Stop and think. There's a bucket not far away, if I sprint more fuel will run out and I mustn't kick any tools for fear of sparks. Not panicking but nerves all active! Got the bucket, it fills up, not big enough. There's another container, same quandary and it's much further away but I grab it and it holds the balance of that beautiful accursed tank but the floor is swimming in petrol so I tiptoe out after mopping up as best I could still seeing the fireball I'm hoping won't happen and the rags I used won't make static. I walk away, shaken, the air outside smells good, the house is still there!





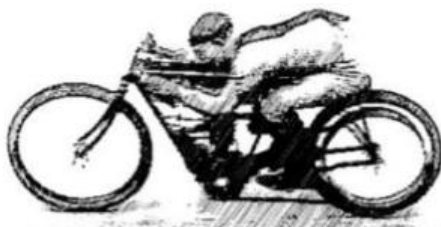
## PAST EVENTS

**OLD HOTEL RUN:** Thanks to the efforts of Ken Vincent this new weekend run was conducted recently. Limited to pre 1949 machines the run went to a new destination, the Greenhills Inn, East of York. The run was enjoyed without incident by all who entered. *Report - Murray Barnard. Pics by Ian Curtis*





**MIDLAND WORKSHOPS 9 JULY 2018:** Big turnout on a cold morning to the Midland Workshops for the Machinery Preservation display. The ride from Keith's place to the workshops wasn't even enough to warm the spark plugs never mind my feet. Riding to Keith's first up through Karragullen, Pickering Brook, Bickley Valley, Gooseberry Hill and Helena Valley was enough to remove any feeling from my hands. Great range of bikes in attendance as can be seen from the photos. Some of the machinery on display in the old workshops is impressive. *Pics & report - Murray Barnard*







# ALBANY MATTERS

by Roger Bittner



*"Albany Section Editorial Staff" left to right, Peter Ogorbne, Photo's: Bernie Wolfe, Roving Reporter: Roger Bittner, Scribe.*

At our AGM the following office bearers were elected: Paul Armstrong - Chairman, Ed Shekell - Vice Chairman, Kevin Palfrey – Treasurer, Roger Bittner - Secretary and Scribe, Manfred Feichtiger - Vice secretary, Bernie Wolfe - Librarian and Property manager. Dennis Lohar retired from the treasurers position due to health issues, and we take this opportunity to thank Dennis for looking after our finances so well. However, Dennis will still be active, as at the same meeting he volunteered for a position on the Charity run committee. Plus, he is still Chair of the Chalet committee. At our general meeting Paul formalised the listing of future club runs and events. From now on we will endeavour to publish in the Chatter a full agenda for the next 12 months. To achieve this, members are asked to volunteer to fill any gaps in the calendar by putting on a club run or providing trailer backup, particularly the members who haven't yet provided this service to the section. Members who may be unsure about how to set up a run can call on the advice of the old hands, BUT PLEASE MAKE THE EFFORT !!.

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events	Trailer Backup
<b>2018</b>		
August 12 <sup>th</sup>	Lloyd's Run	Required
September 9 <sup>th</sup>	Kevin's Spring Rally	Required
October 14 <sup>th</sup>	Richard Turpin's place for lunch	Required
November 3 <sup>rd</sup>	Vintage & Classic Extravaganza, Stirling Tce	Not a club run
November 4 <sup>th</sup>	Vintage & Classic Hill Climb, Marine Drive	Not a club run
November 11 <sup>th</sup>	Gypsy Tour, BBQ lunch at the Chalet	Required
November 18 <sup>th</sup>	Deceased riders memorial run and BBQ run.	JACK SEXTON
December 8 <sup>th</sup>	Salvation Army Charity Run	Not required
December 9 <sup>th</sup>	Christmas tree & BBQ at the Chalet	Required
<b>2019</b>		
January 6 <sup>th</sup>	Vintage & Classic Clubs Bring Your Oldest Bike - Leaving Chester Pass Road information bay at 10 am sharp	Required
January 13 <sup>th</sup>	Flourish Cambodia run	Required
February 10 <sup>th</sup>	Ron & Lynton's run	Required
March 10 <sup>th</sup>	Ed Shekell's run	BERNIE WOLFE
April 14 <sup>th</sup>	VOLUNTEER REQUIRED	PETER OGBORNE
May 12 <sup>th</sup>	Bill Morrell's run	Required
June 9 <sup>th</sup>	VOLUNTEER REQUIRED	Required



**VMCC Albany - Club Ride June 2018:** A cold, wet and rainy day in Albany isn't likely to draw a record number of riders but 12 riders gave the finger to old man winter and took off on a 70Km ride through the Albany hinterland in blustery conditions. Ed on his trusty WWII 500 BSA led the way, from the start at the Old Gaol to the finish at the Kalgan Caravan Park Café. Not bad, considering the weather, for an old bike and it's even older rider; yes Ed's just been given his OBE ! Congratulations to both of you. (*You shouldn't dread birthdays – they're good for you – the more you have, the longer you live!* ) Bill's WWII 500 BSA, on the other hand, got fed up fighting the rain and cross winds half way along the route ( and perhaps damp inside? ) and decided it was going to go home. Robin's Triumph, while making it to the entrance to the café, was observed bolting for home and probably a warm and dry garage. And who could blame them! Mind you, one hardy ( and regretful ) individual rode his Velocette without gloves – ouch! The rest of us enjoyed the café's coffee and food; the more damp ones on the alfresco veranda and the drier ones inside. Nice to see a couple of the rider's wives and Maureen & Dennis join us for morning tea. Most wended their own way home, at a time to suit themselves, through the passing showers; a few stayed longer to enjoy the roast dinners on offer for lunch – delicious! So thank you Lloyd, for organizing this run, on short notice and thanks to Trevor for doing the back – up; pleasingly, considering the weather, he had no customers. Yes it was a bit cold and wet, but good to see these "older" riders were prepared to get out of their comfort zones, for a while, instead of staying safe and warm indoors! As long as they're doing that, they haven't grown old!! *Bernie*

**Albany members please note:** *if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.*

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

**BREAKING NEWS:** David Beeck is back in the saddle. He rode his MotoGuzzi to Nippers on Wednesday. His accident in Denmark, when a car hit his bike, left him seriously injured. But now we are very happy to welcome David back riding with us.

*Albany Boys on a run to Elleker and Mutton Bird Island recently...pics by Peter Ogborne*





## FEATURES

### **GOLD FEVER:** *Report and pics from Richard Argus*

This is my dad's plunger Golden Flash he bought new from Jack Johnston; Kalgoorlie's BSA dealer. Here is Dad on the bike out the front of the homestead at Ora Banda, after buying it (40 miles of gravel road from Kal to Ora Banda).



He had intended to buy a Triumph. Ken Marshall (who the Ken Marshall room is named after) was the local Triumph dealer, but he was famous for being hard to deal with (cranky on occasions, and very tight). Dad managed the family pastoral station (Mt Carnage) at Ora Banda, and had bought bikes from Ken for the station. However, Ken

wouldn't give him the deal he wanted, so he crossed over Hannan Street to Jack Johnston's BSA shop and bought this bike. It had the Rego number K363, and the date was 1951. Dad would ride to Kalgoorlie every week-end, with the Italian and Yugoslav miners from the Callion/Davyhurst mine, to paint Kalgoorlie red. He said they had all got rid of the mufflers, but would stop on the outskirts of Kalgoorlie (near the two-up) and stuff twigs, etc down the pipes to quieten the bikes.

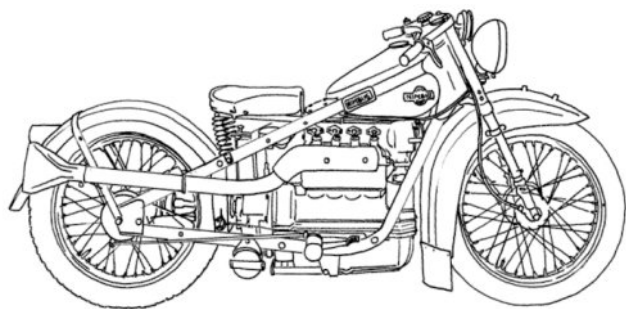
**Below:** Dad on the bike, after fitting a sidecar. I am wearing the Essendon football jumper. 30 minutes later the sidecar detached as we were on the maiden voyage up the Siberia road; very exciting for a kid! The sidecar was never re-fitted!



*Above: Richard's Dad on the right*



**A DANISH IMPORT:** By Murray Barnard. Originally published in the magazine **Classic Motorcycling Australia** in November 1989. Jens Gylling is still an active member of the VMCCWA and is in the Albany Section these days.



Jens Gylling won the 1986 spring rally to Pioneer Village, Armadale W.A. despite having a broken speedo cable. Jens had needed to judge the rally speed from the sound of his engine only and no-one was more surprised than Jens when he was presented with his trophy. The machine he won the rally on is an unusual and interesting bike, the four cylinder Danish 750cc Nimbus. The Nimbus motorcycle was built by a Danish Vacuum Cleaner Company, Nils and Fisker of Copenhagen, between 1919 and 1959. Only 12,000 motorcycles were built by the company and due mostly to the solid and under-stressed design and the ready availability of parts at least 5500 are still on the road, mostly in Denmark (there is another estimate that 8,000 survive all up). Despite the depredations of time the Nimbus motorcycle remains popular and the Danish Nimbus Touring Club has 2000 members scattered worldwide, including such contrasting landscapes as Greenland and Australia. Jens spoke of the 30 members in Norway who mainly ride the remnants of 100 machines originally hidden from the Germans but eventually discovered and used in their invasion of Norway in April 1940. The touring club maintains contact with its members through a well produced and detailed newsletter. In addition the club produces calendars and posters featuring the Nimbus. Jens advised that 95% of all the Nimbus parts can still be purchased, including new cylinder heads (a necessary item apparently if high speed is maintained). The Nimbus factory was very aware of the need to provide a good supply of parts to their patriotic supporters. Owners today can be thankful that the parts situation has remained so good mainly due to the factory's foresight.

Reliability, the word keeps on cropping up in respect of the Nimbus and Jens is not short of tales to illustrate his machine's reputation. For example, he showed me a photograph of a Danish fishmonger whose Nimbus has done 500,000kms, out-lasting his sidecar even which had eventually rusted out from the salt. Nils and Fisker had won their strong reputation for reliability mainly from the high standard electrical products they made; witness the Nilfisk industrial vacuum cleaners still available.

The introduction of the Nimbus in 1919 was certainly an eye-opener; the machine was very sophisticated using an inlet over exhaust 4 cylinder engine with shaft drive mounted in a

pressed steel frame complete with a rear swinging arm and springs. Production of the "stovepipe" model continued until 1928 by which time the motorcycle was becoming a first class machine mainly due to the factory policy of continued development of only the one model.



Production ceased when the company could no longer cope with the demand for both the Nimbus and the Nilfisk vacuum cleaner. By 1934 the company's financial stocks were so high that a huge new factory was built and production of a revived Nimbus was commenced. The new Nimbus continued with tradition being a four cylinder motor of 746cc driven by shaft drive. The front suspension however was advanced for the time consisting of sliding telescopic forks. The forks carried a deeply valanced mudguard mounted on the fork stanchions, thus reducing unsprung weight. This was changed post war when the mudguard was mounted on the sliders. Thus a rather small company had beaten the major factories to the production of tele-forks, even pipping the likes of BMW to the post by a few months. The ingenuity of the front end was not matched at the rear however, where rider comfort and bike stability was maintained only by a rigid rear end and a sprung saddle. The rider's saddle and the pillion seat are cushioned ingeniously by large rubber bands.

The Nimbus engine to all intents and purposes looks like an automobile engine and closely follows sports car practice of the time. The upper half of the crankcase and the cylinders are a one piece iron casting. The lower crankcase half sump is an aluminium casting with an oil capacity of 2 litres.



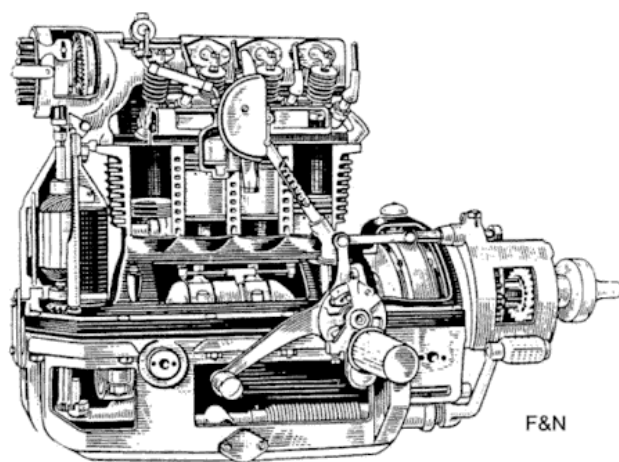
Considering the physical size of the sump the oil capacity seems almost miserly. The head and the induction manifold are one piece with the exhaust valves on the right-hand side and the inlet valves on the left, both exposed to the cooling air and dust. Fortunately the valve guides are removable and the inlet guides are also automatically lubricated. The camshaft housing is an aluminium casting which carries the rockers on ball and socket bearings. The cam drive runs vertically and incorporates the dynamo which is mounted forward of the cylinder block. The vertical camdrive also operates the oil pump and to top it all off the points are located in the front of the camshaft housing and driven by the same shaft. An interesting arrangement and one that evidently works well and with all the electrical reliability that Nils and Fisker had developed in their domestic appliances. The clutch is a large single plate item which is attached to the flywheel. The 3 speed gearbox is behind the clutch case and is operated by a foot change which incorporates the selector mechanism in an external mounting. The gearbox is lubricated by oil returning from the cam drive. The engine oil is connected to the carburettor by a tube which removes fumes from the crankcase. As this lowers the oil pressure, oil leaks are prevented while the engine is running. The engine oil level can be checked by using a car type dipstick.



Riding the Nimbus reinforces the fact that the bike was not built with ultimate power in mind but with regard to smooth and progressive slogging power. The controls are as simple and utilitarian as could be. The handlebar instrument panel is sparse, consisting only of a speedometer, damper knob and ignition key. The low compression ratio of 5.4:1 makes starting with the kick pedal a simple chore. The motor idles readily with the rockers chattering up and down in a seemingly random manner. First gear is engaged without any of the grating one gets used to on a British bikes and the

flexible motor allows you pull away smoothly as the clutch is dis-engaged. The low centre of gravity is immediately noticeable and the Nimbus is very easy to control and steer. The stability is very reassuring and the only drawbacks are the lack of rear suspension and the sponginess of the forks. The throttle is operated by the right hand grip which is connected to a hook which pulls the throttle cable away from the cable outer in a primitive but effective manner. The left hand grip is turned to operate the lights. The wiring is very accessible under the handlebar plate and explains the lack of messy wiring so normal on other machines. First gear is useless except for climbing mountains or escorting the Pope. Second gear likewise is only of nuisance value as top needs to be selected before reaching 30kmh. The unique exhaust sound of a vintage four cylinder is pleasant to hear when riding but is anything but obtrusive. The riding position is high with a short reach to the bars and is very comfortable. The knee pads on the tank are actually bolted to the frame members and are adjustable to suit different riders. The engine produces 22bhp at 4500rpm but with the low gearing a speed of 70kmh was all that could be maintained comfortably. Owners of a Nimbus can probably cruise faster but grateful test-riders are more circumspect. The brakes are quite effective at the speeds attained and gave no cause for alarm.

It is easy to see why the Nimbus was so popular with Danish working men and the armed services. The bike is largely vice free, solid, easily maintained and handles predictably. Compared to the British motorcycles available at the time the Nimbus was advanced in design and reliable. This was reflected in sales in Denmark at the time where Nimbus outsold BSA, 2:1 in the mid 30's. The Nimbus is a clear demonstration of what sound engineering a small country is capable of, how about it Australia? The reliability of its design will ensure this bike stays on the road for many years to come providing the satisfaction only a well engineered machine can provide.



#### SPECIFICATIONS

Manufacturer: Nils and Fisker, Denmark  
 Engine: 748cc 4 cylinder Sohc four-stroke Nimbus.  
 Bore and stroke: 60 c 66mm. Compression ratio: 5.4:1.  
 Carburettor: 26mm Nimbus.  
 Power: 22 bhp at 4500rpm. Weight: 185kg.  
 Fuel consumption: Approx 20km/l.  
 Gearbox: 3 speed with shaft drive to the rear wheel.  
 Suspension: rigid rear, telescopic forks front.



**CLUB HISTORY PROJECT:** I am seeking to kick off a club history project with an initial emphasis on photographs of members and events from the earliest days of the Club. There is an urgent need to capture any early photographs of club activity as time flies past too quickly. The period where we have the fewest photos is from 1975 up to 2005 i.e. before digital cameras became common. If any member has photos that could help this exercise I would appreciate if they could dig them out and send me a digital/scanned copy or lend me the photo/s and I will scan and capture them. The photos will of course be returned to you. Please email me on [web@vmccwa.com](mailto:web@vmccwa.com) or phone me on 0434215665 – Murray Barnard





## CLASSIFIEDS

*All ads will run for maximum of 3months. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@inet.net.au](mailto:benner@inet.net.au)*

### FOR SALE:

#### New Ads

**Penrite Oils** – various grades available from the Parts Store. Club price is exceptional value. See Keith or Chas.

#### Relisted



**1981 YAMAHA 1000CC** "Midnight Special" Club registered Very good condition Heads & Brake rebuild 2016 \$2900 Ph Barry (Club Member 1015 9390 7630 /0412816427 Barry Horder 26, Percy Street Gosnells



**CHANG JIANG WITH SIDECAR:** Made in late 1960's for People's Liberation Army, so build quality is very good compared to later versions. 750cc side valve with sidecar (not attached, but goes on right), high speed final drive (for solo use), stainless steel exhaust, leather panniers, 6 volt electrics and kick start. Rally proven. Historic rego – 1EK350. Older restoration, with many spares, manuals and 20 years of history in W.A. \$10,000 ono. Ph Bill 0419 901 533

**TRIUMPH TRIDENT T150**, fully restored by British motorcycles, last of the T150s 1975 Immaculate condition on full licence. \$18000 Ph Ben on 0407421773 or Kev on 0417902188

**ARIEL 1952 SQ4 WITH TILBROOK S/CAR**, spares and manuals, V.Good cond

\$23,000 MALVERN STAR AUTO CYCLE  
\$3000 VILLIERS JUNIOR DELUXE AUTO  
CYCLE ENGINE \$250 Bert Ph93992470

#### Expiring Ads

**KAWASAKI 600R** 1989 Kawasaki GPX600R only done 69745Km on full license can be club registered \$2200. Trevor 0402027946

**1979 HONDA CB 650 Z SOHC FOUR WITH DUSTING SIDECAR** on heavy duty chassis.



Twin hydraulic front discs, new "MAC" 4 into 1 exhaust and megaphone system fitted in March 2016. Good tyres and chain. Comes with complete spare rear wheel. Owners manual supplied. On Club license. \$7500. Phone Trevor (466) Albany. 0898426545 or 0429376033

**SUZUKI VX800 FOR SALE.** 1990 67000 kms Fresh Paint in 2017. Rego paid until August. 0422910764 \$2499 Lewis Chave



#### WANTED:

#### Expiring Ads

**47 MODEL 3T TRIUMPH** – my old bike, Trophy TR5 lookalike. Small head lamp and cut-out button. Rubber gaiters on the forks, siamese pipes, painted letter box red. Name "Rastus" in black and white scross on tank. Wondering where it has ended up. Clive 95255345

**1 1/2 " GP 1. CARBURETTOR**  
Colin Tie, 9295 6875 or 9295 1601

#### SERVICES:

#### Expired Ads

**SMALL ENGINEERING JOBS** undertaken- turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons ( member/ship 280), phone 9496 1508, or Steve Shelton 0472 730 333.

**SPOKE WHEEL SERVICES.** Motorcycle wheel building specialists. New spokes sets made to suit. New rims supplied, steel and alloy. New tyres and tubes for the older bikes.

Unit 1 / 5 Fonts Place Embleton. (08 9377 0175) Brian Morgan. #959.

**SUMO RUBBER Co.** We are a small e-shop business specialising in reproduction parts for Yamaha motorcycles especially classic and vintage models. Our niche are obsolete parts, that Yamaha no longer makes. Most of our products are suitable for motorcycles such as RD250, RD400, RD350, YDS7, YPVS models and others. We ship parts worldwide using tracked service which usually takes 5-7 working days to reach our customers in Australia. Please check out our website: <https://sumorubber.com> Sumo Rubber Ltd. 272 Bath Street Glasgow G2 4JR. Discount code for members of VMCCWA club. Enter the code WABIKE18 in the Coupon section of the shopping cart, to be given a 15% discount on your order.

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or reborring and resleeving. Don Price 9304 3807

**PETER SCOTT MOTORCYCLES** - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

**ABRASIVE BLAST CLEANING:** (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

**WELDING REPAIRS:** Frames straightened and retubed, girder forks straightened/retubed, tele fork legs straightened. Cast iron fins repaired & general welding repairs Kevin 93992802



### VINTAGE STEEL-MUDGUARDS AND

**FENDERS** -Vintage motorcycle mudguards made to order, [www.vintagesteel.com.au](http://www.vintagesteel.com.au). Made to original spec or custom rolled. AJS to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au) or Andrew Repton 0409 371001 [andrew@vintagesteel.com.au](mailto:andrew@vintagesteel.com.au)

### OLD SCHOOL MOTORCYCLE SERVICES &

**REPAIR:** Same day servicing, restoration work, porting of cylinder heads, suspension work, special engine rebuilds, winter projects, pick up and delivery in the Perth Metro Area (small fee applies). John Whittington - Unit 4/3

Marchant Way, Morley WA 6062 Ph: 0411636371 [johnosmr@gmail.com](mailto:johnosmr@gmail.com)

### CUSTOM BIKE ELECTRICS RESTORATIONS:

Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willetton 6155

### MURRAY CANN ELECTRONIC SERVICES:

Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@iinet.net.au](mailto:murray.cann@iinet.net.au)

**ALUMINUM POLISHING** - engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

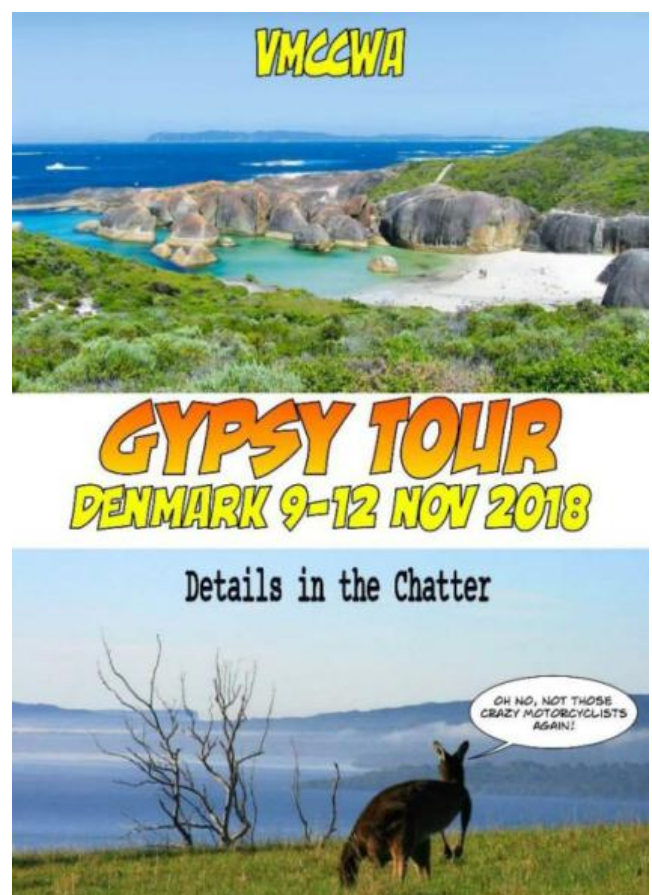
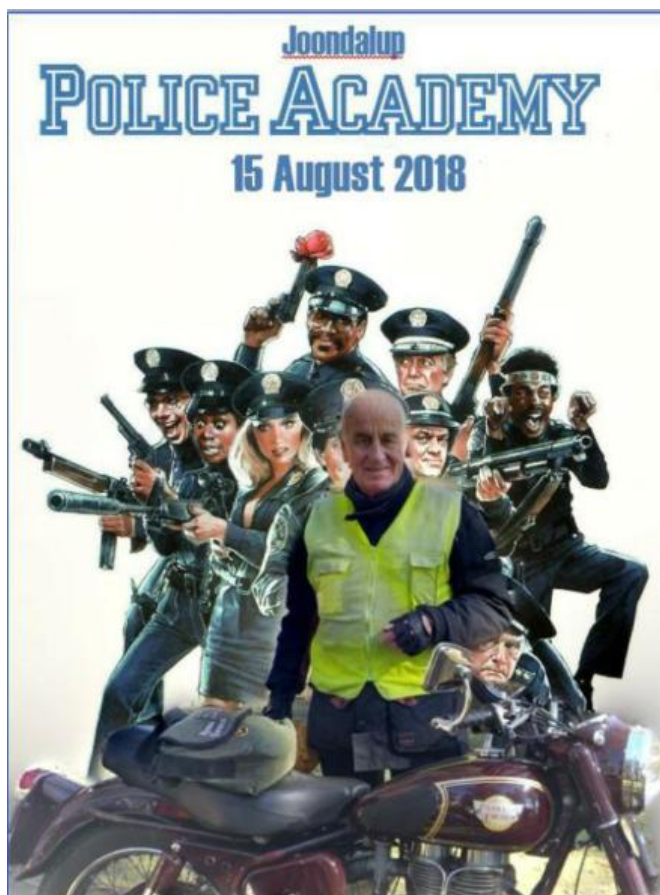
**BSA GOLD STAR**, B31/33 gaskets & parts: Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA

Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

MOULDS to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239

**I WAS** being chased by a police dog last week, and made the mistake of trying to escape through a little tunnel, over a see-saw and through a hoop of fire. It finally caught me as I was weaving in and out of some sticks.

*Stan Herschel  
e-mail*











MOTO GUZZI





# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE ~~SEP~~ **OCT 2018**



September - October Issue

Andrew Hobday







# CLUB COMMITTEE & OFFICIALS

**Club Patron:** Rex Edmondson

**President/Event Logs and 404 Regulation:** Trevor Stephenson – 0402027946 [membership@vmccwa.com](mailto:membership@vmccwa.com)

**Vice President:** Barry O'Byrne – 0418936254  
[barryobyne2007@yahoo.com.au](mailto:barryobyne2007@yahoo.com.au)

**Secretary:** Nic Montagu – 0427171702 [secretary@vmccwa.com](mailto:secretary@vmccwa.com)

**Treasurer:** Jim Douglas – 94016763 [treasurer@vmccwa.com](mailto:treasurer@vmccwa.com)

**Communications:** Murray Barnard - 0434215665  
[web@vmccwa.com](mailto:web@vmccwa.com)

## **General Committee Members:**

Paul Peghini – 0419914303 [paul.fastrak@bigpond.com](mailto:paul.fastrak@bigpond.com)

Les Vogiatzakis – 0488915103 [les@dgas.com.au](mailto:les@dgas.com.au)

Richard Argus - 0418 934 550 [rargus@bigpond.com](mailto:rargus@bigpond.com)

Stephen Hills – 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)

## **WEB & PUBLISHING TEAM**

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665  
[web@vmccwa.com](mailto:web@vmccwa.com)

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, ([benner@iinet.net.au](mailto:benner@iinet.net.au)); & Chas Bayley

## **TECHNICAL OFFICERS**

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 ([philskinner741@bigpond.com](mailto:philskinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
[michael.rock@iinet.net.au](mailto:michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
[mvg50@bigpond.com](mailto:mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

## **OFFICIALS**

**Membership Secretary:** Trevor Stephenson – 0402027946  
[membership@vmccwa.com](mailto:membership@vmccwa.com), assisted by: Mike Blake

**Welfare Officer:** Adrian White 0438335563  
[sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com)

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428 (on a temporary basis)

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineers:** Owen Page, John Moorehead, Rex Edmondson

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

**Classic Section:** Coordinator - Jim Douglas 94016763

**Post 70 Section Chair and Events Organiser:** Ian Curtis 0404 009 787 ([birdrite@bigpond.com](mailto:birdrite@bigpond.com))

**Treasurer:** Chris Davis – [chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au) (fees payable to BSB 126547 Acc 22110619)

Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

**Albany Section Chair:** Paul Armstrong – 0417051378  
[patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au)

**Albany Section Secretary:** Roger Bittner – 98446524  
[rokebit@gmail.com](mailto:rokebit@gmail.com)

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844 4081 ([billmorrell@westnet.com.au](mailto:billmorrell@westnet.com.au))

## **MEETINGS:**

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at the Village bar in Subiaco Village, 531 Hay St Unit 10

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Event Backup:** John Mills 0421738853 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 858, Hillarys, WA 6923

**Website:** [www.vmccwa.com](http://www.vmccwa.com)

**Facebook:** [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa)

(to view and post, you need to register on Facebook first and then message web admin to gain access)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to [web@vmccwa.com](mailto:web@vmccwa.com). Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

**THE VINTAGE CHATTER** is the official newsletter of the VMCC of WA (Inc) A0750092T. Copyright preserved except where stated. 2017





## PRESIDENT'S REPORT

Trevor Stephenson

This being my second report I will give those who did not attend the August monthly meeting first item a bit about my past:

1. For the newer members my name is Trevor Stephenson, I have been in VMCC since I was born, I joined the VMCCWA in 1986 while on holiday from Europe, I re-joined in 1989 and was immediately put to work as assistant membership secretary, helping Ron Cherrington when Ron retired from that position I was asked to continue as Membership secretary, I relinquished that position in 1990 to Patricia Sandford, in my years in the UK I was an active member of the racing section, riding 250cc New Imperial GP, a 500cc 1939 T100 Triumph, and 500cc 1924 Sunbeam, I rode in trials on a 1954 Triumph Trophy, which was also my ride to work bike, and raced a modern (1964) T100SS, I was for many years the organiser of the Chalfont hill climb and Ivor grass track.
2. Having been elected as your chairperson by the majority of members present at the AGM, I am somewhat dismayed by the members who put themselves forward and you elected then resign, if you, as I do, wish to make changes to the VMCCWA, you must do it from the management committee, having said that, the monthly meeting is not the place to air your displeasure at your elected committee.
3. I would like to thank the outgoing committee on the introduction of the Model Rules, thus saving a fine of \$50.000, yes we could have made changes to the Model rules, but if the DOMIS, did not like the changes a fine of \$10.000 per change would have been applied, by the way I did not vote for the acceptance of the Model Rules, I have now read them and like them as they are easier to follow, I have implemented job descriptions for each committee member including myself, so if you have a suggestion, comment or complaint please seek-out a committee member DO NOT STAND ON YOUR HIND LEGS AND WHINGE, find a committee member who will be wearing a badge of office or ask to come to a committee night (Max. 2 financial members) 2nd Wednesday of the month at the unit in Maddington.



**NOTE:** All positions on the club committee are now filled. We have a vibrant and diverse range of ages and skills on the committee accompanied by enthusiasm and commitment to the best interests of the Club. Welcome is extended to the latest committee members, Nic Montagu, Les Vogiatzakis and Stephen Hill.

# ROUNDUP OF COMING CLUB EVENTS

Compiled by Murray Barnard

For the latest event details always look online at the Events Calendar: <http://vmccwa.com/wp/events/list/>

Date	Event	Organiser	Phone	Email
26 Aug	Keith's BBQ	Keith Weller	92742476	
8 & 9 Sep	Beverley Run (Pre31 machines only)	Dave Weeks	0439991584	david.weeks1@bigpond.com
14 Sep	Friday Nite Run	Ian Curtis	0404009787	birdrite@bigpond.com
16 Sep	Chittering Run	Ian Curtis	0404009787	birdrite@bigpond.com
23 Sep	Spring Rally			
7 Oct	WA TT	Barry O'Byrne	0418936254	barryobyrne2007@yahoo.com.au
14 Oct	Annual Fly-in	Barry O'Byrne	0418936254	barryobyrne2007@yahoo.com.au
21 Oct	Car Boot Sale	Chris Davis	0411702356	chris.davis1@iinet.net.au
4 Nov	Dam Early Run	Chas Bayley	94903345	chasbayley@hotmail.com
9-12 Nov	Gypsy Tour	Murray Barnard & Albany Section	0434215665	web@vmccwa.com
25 Nov	XMAS BBQ			
1 Dec	Kalgoorlie Toy Run & Ora Banda Ride	Richard Argus	0418934550	rargus@bigpond.com
2 Dec	Peter Groucott Memorial Run	Roger Bowen	0438945403	bowenswa@bigpond.com
2 Dec	Joondalup Toy Run			
26 Dec	Boxing Day Breakfast	Ken Vincent	92932093	bognorridge@yahoo.co.uk

## APPROVED CLUB RUNS

**KEITH'S BBQ – 26 AUGUST 2018:** Keith is hosting a social event at his esteemed establishment on 26 August starting at 10am. A BBQ will be held at a cost of \$5 per person. Guest speaker to be advised. Come and display your bike, all eras welcome. Keith Weller – 92742476. Address: 122 Bushmead Rd Hazelmere.

**DAY BEFORE BEVERLEY RUN – SATURDAY 8 SEPTEMBER 2018 & SUNDAY 9 SEPTEMBER 2018 – PRE 31 MACHINES ONLY:** Those who are participating in the Beverley Re-enactment Run on Sunday 22 October and wish to ride up to Beverley and stay overnight, are invited to meet at 1.30 pm at Karragullen Servo. Back up will be provided and overnight bags can go in back up vehicle. We will ride from Kallagullen to Westdale Road intersection and turn left toward Beverley. Sunday, the ride departs from the Beverley Hotel on the Toodyay Road towards Northam. Turning left onto Clackline Road, head towards Great Eastern Highway, then along the Highway to Coates Road travelling through at Bakers Hill to Government Road at Wooroloo. Onto the Old Northam Road to Chidlow and then onto Elliot Road. This connects to Riley Road and turning left into Stoneville leading to the Mundaring Hotel. There are fees of \$20.00 that includes an Award Bar. Back-up provided. You need to book accommodation, either: Beverley Hotel 96461190 or Freemasons Tavern 96461094. Contact: Dave Weeks 0439991584

**FRIDAY NITE RUN – 14 SEPTEMBER 2018:** Come and join us for a fun run in the dark. Leaving from "The Mayfair Lane" pub in West Perth at 7.30. (meet from about 7pm.) The route will go through Kings Park and follow the river through Crawley, Dalkeith, Claremont & Mosman Bay, arriving at our destination of a curry house in Freo. Please note that you must have working lights on your bike & there is NO backup vehicle provided. If a breakdown occurs, we will deal with it then. There is no charge, so just come along for the ride & enjoy the lights over the river. Refreshments available at the start & finish. Contact Ian Curtis 0404 009 787

**CHITTERING RUN – 16 SEPTEMBER 2018:** The run starts at COVS (formerly Coventry's) corner of Roe Highway and Morrison Rd. Midvale. Turn into Orchard Ave 8.30 am for a 9.00 am start. Rest stop at Golden Grove Orange Farm for bladder break, food available and try their juice. Ride ends back at COVS car park, plenty of room for trailers. See you all on the Chittering Ride – Back up – \$3.00. Contact Ian Curtis 0404 009 787



**SPRING RALLY – 23 SEPTEMBER 2018:** The Perth Military Section of the VCC of WA have invited us to their Spring Rally. Departing RSL Bellevue, 25 Purton Place Bellevue, at 0930hrs and arriving Castledare Miniature Railway, Wilson from 1100hrs. and spending the day travelling on their Miniature Railway. Includes guided tour of their Workshop and Engine building facilities, on the day. Sunday 23 September 2018 (at a charge of \$20.00 per vehicle + TWO FREE Sausage in a Bun) – *Note: VCCWA contact is [pand5514@gmail.com](mailto:pand5514@gmail.com)*

**WA TT – 7 October 2018:** The ride will be taking on it's original format or as close as possible. You can nominate a time if you want to leave and return as previous years. Starting from Forrestfield club rooms, veteran motorcycles and pre-49 motorcycles away at 8.30am and post 1949 away at 9.30am. Morning tea stop at Lakes road house 30mins, lunch at York, parking at Pioneer Avon park as previous years. Will leave York at 1.30pm with comfort stops on way back. I will need back up vehicles, this a good opportunity for new members to get involved Entry forms in this issue of The Chatter. Contact: Barry O'Byrne 0418936254 [barryobyne2007@yahoo.com.au](mailto:barryobyne2007@yahoo.com.au)

**ANNUAL FLY-IN – 14 OCTOBER 2018:** VMCCWA have been invited to participate in the Serpentine airfield fly in event on 14 October 2018. Owners of aircraft from various aeroclubs have been invited to fly in for the day. There should be a selection of aircraft arriving. Coffee, ice cream and refreshments will be available. We will be meeting at the club unit in Maddington at 9 am for a 9.30 am departure. We are attempting to provide a hard standing, but members are advised to bring their own stand supports as a precaution. Activities are on most of the day and conclude around 4 pm, but members are free to leave at any time. Leaving the Club Unit – Unit 4 / 4 Malcolm St Maddington heading to the Serpentine Airfield Yangedi Road, Serpentine. Backup cost: \$4. Contact: Barry O'Byrne 0418936254 [barryobyne2007@yahoo.com.au](mailto:barryobyne2007@yahoo.com.au)

**CAR BOOT SALE – 21 OCTOBER 2018:** Clubrooms, Hale Road, Forrestfield. Gates open at 7.30am till 11am. The Post 70's section will hold a BBQ. Coffee van and soft drinks for sale. VMCCWA members only and each member is allowed to bring a visitor, (wife, brother, girlfriend etc). We will need volunteers for the gate and BBQ. Sellers at the back car park and along the fence line, parking at the front and street if it gets too full. Sales are limited to bikes, motorbike parts, motorbike related clothing and footwear, books and bike manuals, motorbike related souvenirs, tools, oils and cleaning gear. \$5 entry fee for sellers. No charge for buyers. Chris Davis – Ph: 0411702356 [chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au)

**DAM EARLY RUN – NOV 4:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$5 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee. Chas Bayley 94903345

**GYPSY TOUR – 9-12 NOVEMBER 2018:** The *Gypsy Tour* will be on again for 2018 and this year it will be held a bit earlier to avoid the Christmas Rush and December heat. The base for the tour will be Denmark and I have coordinated with the Albany Section to have a joint activity and BBQ on the Sunday. Depart for Denmark from Perth on the 9<sup>th</sup>, return on the 12<sup>th</sup>. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour. The 2018 *Gypsy Tour* will include a ride on the Saturday up Mt Shadforth across to William Bay, Elephant Rocks, Green Pool and the chance to visit the Chocolate Factory and wineries on the way. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. We will pickup BBQ supplies in Denmark before the run. Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join me for the run down via Mt Barker pie shop. Pencil in 9-12 November. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now. **Note:** *I would appreciate if anyone interested in attending could now phone or email me to advise of their intention to attend. I can then contact you closer to the event to advise you of further details and meeting points. You don't need to commit at this stage but just let me know for planning purposes.* Murray Barnard 0434215665, [muzza@ozebook.com](mailto:muzza@ozebook.com).

**KALGOORLIE TOY RUN – 1 DECEMBER 2018:** This event is run on the first Saturday in December. It is organised by the Ulysses Club, and all toys and funds raised go to the Salvation Army, which they then distribute to needy families for Christmas. A group of friends including club member Mario Cudini have been joining me in this event since 2002; it is now a tradition – one rider flies over from Victoria. We have had up to 10 old bikes in our group. After the 20 minute circuit through the main streets between Boulder and Kalgoorlie, our group ride out to the Broad Arrow Tavern for a "Broadie Burger". This year the run will extend to the historic Ora Banda Tavern (now a fully sealed road); round trip distance of 128 km. The toy run is well supported and averages 250 riders. Anyone interested in enjoying good weather, little traffic and flat roads, you are most welcome; please contact me. Richard Argus – 0418934550 [rargus@bigpond.com](mailto:rargus@bigpond.com)



## NEWS

Compiled by Murray Barnard

**MEMBERSHIP RENEWALS FOR 2019:** Members are encouraged to renew their membership as soon as possible to avoid a last minute rush at the end of the year. A renewal form is printed on the back of the Chatter mailing slip for print Chatter subscribers. A renewal form is also available online.

**VACANT POSITIONS:** Help make your Club thrive. Volunteers are sought for the following positions. Please help make a difference

Membership Secretary – maintain membership records  
Regalia Officer – maintain club clothing/badges for sale

**NEW MEMBER APPLICATIONS:** If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

Michael Appleby, James Stephenson, Tom Connelly, Jim Howe, Rhona Finnigan, Brian Squires, Bill (William) Gillbert & Robert Fowler and Ken Hooper (re-joining)

**DOWERIN SHOW:** Impromptu Run to the Dowerin Show all invited – 29 Aug 18 – Contact Steve Hills 0413 678 604

**POST 70 SECTION ANNUAL GENERAL MEETING:** the Post 70 Section AGM will be held on 17 September 2018. Please attend to register your interest in Section activities. Contact Ian Curtis 0404009787.

**MYSTERY EVENT:** A mystery event is to be held mid-late October 18. More details closer to the event. Contact Jim Douglas Ph.94016763

**ALBANY HILL CLIMB:** AV&CMC are holding the hillclimb at Middleton Beach this year on 4 Nov 18. Display and Poker Run at Albany on Sat 3 Nov 18. Ph Bob Rees 0428915556  
Entry form and information online:  
<http://vmccwa.com/wp/event/albany-hill-climb-3-4-november-2018/>

**SWAP MEET – 2019:** Book it in your calendar now, Club Annual Swap Meet and Display is on 24 March 2019.

**ROARING 20s:** On again for pre31 machines - 6/7 April 2019 – Contact Ken Vincent

**VALE - RON CHERRINGTON:** With great sorrow we record the death of Club founder member # 41 Ron Cherrington. Ron passed away on 3 July 2018. The Life Membership awarded Ron in 2002 speaks volumes for his long contribution to our Club. Ron will be remembered riding,

with wife Merle in the the chair, his o.h.v. Jap engined Zenith outfit which twice took them to South Australia and back, and remembered too for his unfailing good nature and his willingness to help anyone, anytime. Lionel Bridle was Machine Examiner but this was always done at the Cherrington residence. Ron served seven years as Membership Secretary during which time he introduced the name disks we still use today. His motorcycling finished with the sale of the Zenith which was replaced with an Austin Seven sports car which featured a very pretty boat tail body built by Cliff Byfield. Ron is survived by wife Merle, children Wayne, Brian and Louise to whom we offer our deepest condolences. *Adrian White*



**CLUB HISTORY PROJECT:** I am seeking to kick off a club history project with an initial emphasis on photographs of members and events from the earliest days of the Club. There is an urgent need to capture any early photographs of club activity as time flies past too quickly. The period where we have the fewest photos is from 1975 up to 2005 i.e. before digital cameras became common. If any member has photos that could help this exercise I would appreciate if they could dig them out and send me a digital/scanned copy or lend me the photo/s and I will scan and capture them. The photos will of course be returned to you. Please email me on [web@vmccwa.com](mailto:web@vmccwa.com) or phone me on 0434215665 – Murray Barnard



*Jack Cunningham in 1988 - Pic by Murray Barnard*



Jack Cunningham has kindly responded to the call and has supplied some photos and newspaper clippings to help this exercise to capture Club history. Some of Jack's material will appear in a future Chatter. Much appreciated, thank you Jack.

**DoT MACHINE INSPECTIONS:** There is talk that the DoT may restrict Club machine examiners to machines manufactured in the 70s and earlier at some stage in the future. This suggestion is being made because of the complexity and power of more modern machines. Nothing official has been received on this proposal yet so it still remains conjecture.

## MINUTES OF THE VMCCWA MONTHLY MEETING - 2 AUGUST 2018

Held at Wattle Grove commencing at 8.00pm

PRESIDENT: Trevor Stephenson

TREASURER: Jim Douglas

SECRETARY: Nic Montagu

**MEMBERS ATTENDING:** 34

**VISITORS:** 2. Bruce Murray, Simon Gander - recently relocated from Sydney, rides a 1978 Suzuki GS1000.

**APOLOGIES:** Kevin Kerr, Richard Argus

**MICROPHONE USHER:** Paul Peghini

**MINUTES OF PREVIOUS MEETING:** President called for acceptance/dissenters and business arising. Minutes were approved by Murray Barnard, seconded Keith Weller.

**PRESIDENTS REPORT:** Trevor Stephenson. Relationship and involvement with the VMCCWA extends back to the late 1980's and was involved in organising events such as the Hill Climb and Grass track events. The VMCCWA has adopted the model rules outlined by the Department of Mines, Industry Regulation and Safety, a change from the previous constitution, this has simplified the VMCCWA rules and procedures. I have created Job descriptions for management and officials of VMCCWA. White badges represent management committee and yellow badges are for officials. Members seeking to voice complaints are to contact management committee via a complaint form. General Meetings are not a forum to voice complaints. Two general members are permitted to attend and observe at management committee meetings.

**CORRESPONDENCE:** A letter from The Salvation Army was received, thanking the VMCCWA and Adrian White for donation of 8 reconditioned bicycles.

**PRESENTATION:** Awards presented to Dave Weeks, Greg Eastwood and Adrian White for recognition of their work for the VMCCWA.

### TREASURERS REPORT:

July			
Payments		Receipts	
Acct	Amt	Acct	Amt
Chatter costs	\$909.15	Annual Subs	\$735.00
Chatter Postage	\$310.68	Rallies events	\$50.00
Elec com	\$20.00	Trading Spares	\$1,800.00
others	\$2,039.58	Others	\$59.00
Rallies & Events	\$235.10		
	\$3,514.51		\$2,644.00

Jim Douglas- Expenses have largely been from the Ken Marshal Room renovations, chatter and library.

Income received has been from 2019 membership fees paid by members.

**EVENTS:** Introduced by Murray Barnard – coming events are as detailed in the Chatter

**PAST EVENTS:** Dave Weeks - *Midland Workshops* Display day went well with 40 members attending and enjoyed a display machinery display as well as sausage and bun.

*Goldstar Run.* Dave Weeks. 16-17 members attended, weather was sunny.

*Girder Fork Run.* Roger Bowen. Successful run considering only Ian Brayshaw the only to run out of fuel. Thanks to Paul for driving backup.

**MEMBERSHIP SECRETARY:** Trevor Stephenson. Members are already renewing. Trevor Stephenson will be away in September. Please direct correspondence to Mike Blake in Trevor's absence.

**DATING REPORTS:** Post 70: Les Vogiatzakis Has done 2 bikes, no details.

**LIBRARIAN:** Ken Vincent. Some books need to be delivered to Albany. Can anyone help? Does anyone know of the person who donated the steel shelving to club a few years ago?

**SPARES:** Keith Weller. A warm welcome to the new committee. Upgrades to the spares room have been underway. Improvements are working well allowing us to provide better service. Any usable spares would be appreciated.

**POINTS:** Trevor Stephenson. Yet to collate.

**CMC REP.** John Moorehead. The federal government will now collect GST for online orders of any value. Some international located companies will now not accept orders under \$1000 AUD. Please check rates, shipping costs and consider supporting local businesses when purchasing parts.

**GENERAL BUSINESS:** Dave Weeks. Pre-31 Awards (Bob Robinson trophy) presented to Lat Fuller for oldest first time motorcycle on his 1917 Douglas. Rex Edmondson (Wool Shears trophy).

Art Wolden. Free booklet available regarding how to ride motorcycles safely.

Ken Vincent. Velocette Owners Club of WA are organising a display on 25th Nov 18 at Whiteman Park 10am - 3pm. The aim is to exceed 49 Velocette motorcycles on display. All are welcome.

Steve Hills. Interested in organising an impromptu run to Dowerin field days on the 29th/30th August. He will provide backup vehicle. Please contact Steve Hills 0413 678 604.

Jim Douglas: Has anyone received a survey regarding motorcycle safety. If you want a copy Jim can forward you one.

Trevor Stephenson. Secretary position is open. The VMCCWA needs someone to step forward fill this role.

**BITS & PIECES:** Keith Weller. Parts store needs usable spares. If you need anything please ask us first. Spares store has horn reeds, nozzles for gas lights and other rare items for 1/8th of the price found elsewhere.

Meeting concluded 8.51pm.

Chairman: Trevor Stephenson

Secretary: Nic Montagu



## PAST EVENTS

Compiled by Murray Barnard

**BUSSELTON 2 RIDE DAY 2018:** As with usual practice, riders set off at minute intervals on either long or short course. The long course this year went via Wellington Dam and for those who have been it's a great dam to ride round, as long as you miss the honky nuts (Weeksy!). This year I choose the short course and from Harvey we rode out towards the Forrest highway on Udoc road joining Myalup rd and then turning back for Brunswick Junction on Wellesley Road. The sun was out with blue skies and ambient being around 25c glorious motorcycle riding weather. Turning left onto the SW highway. On through BJ and the Collie turnoff and into Birkup left onto Henty Rd and the good stuff, hilly windy and scenic. Through Gnomesville and into Donnybrook for fuel lunch, photos and BS. Onto Goodwood road and out to Capel. Across the Bussell HW and into Busso via the Ludlow Forrest. Ludlow always impresses me its so beautiful full of Tuart trees and in spring a carpet of white Lilies. Sunday morn sees a cool start but by 9am the air is warming and its time to go. Rode out of Busso on the Causeway into Ludlow Forest and onto Dardanup first stop. Then onto Brunswick Junction Caltex servo where we caught up with Andrew Hyland and the gang of Nortons. They took off before us and we thought we will catch up with them OK. No chance, didn't see them again until the end of the short course in Harvey. These guys must have got on with it because we weren't going slow. The Nortons must have been running well after clearing out the cobwebs earlier in the weekend. A good weekend with pleasant weather, a change from the other years when it has been horribly wet. See photos and short videos on the VMCCWA Facebook page and photos in Junes Chatter. Thanks to Barry for organising the whole weekend. Everyone else who helped John Moorhead, Alan, Mike D and Eric G plus 2 as backups and time checkers and anyone else I may have unwittingly missed. *Paul Spittle*

**GIRDER FORK RUN 15 JULY 2018:** Fourteen proper motorcyclists, some pre-wet from the ride to Baldvis, and about ten interested parties descended on Roger and Roxanne's home with the expectation of a good ride and even better food. They weren't disappointed. Interesting bikes were veterans Sunbeam of Harold Dewar, the trusty Douglas of Lat Fuller, and Ian Brashaw's Triumph, the latter cleverly running out of fuel close to the Mundijong regrouping stop. Well done Ian, welcome to the microphone. Greg Boothey arrived on an early Scott which went like it should until the magneto called it quits, no doubt water related. Nice to see Rex Edmondson out for a ride on his Triumph after a bit of a lay-off. The route was similar to those previous, a sixty kilometre ride on good flat and quiet roads making good use of territory then trying not to get lost in the last half kilometre maze to the start. The weather by and large cooperated, only offering a cooling shower about half distance. Roxy and her helpers began with warming soup, following up with roast lamb, ditto chicken and sausages with veg and gravy, then just to make sure no one went home hungry, apple crumble, ice cream and custard. THANK YOU GIRLS! Sorry Roger, thank you too! With the effort you all put in you deserved better support, regardless of the rain. We just hope enough proper riders turned up to persuade you to do it again. Adrian White, # 309F



*Harold Dewar braved the cold and wet day*







## MEET& GREET – 5 AUGUST 2018

Good turnout on Sunday at the Club Unit in Maddington for free sausage sizzle, drinks and cuppas at the President's Meet & Greet new members. The weather Gods smiled upon us as after days of heavy rain and cold winds the morning was clear and bright, sunny if a bit cool. Big turnout in an atmosphere of camaraderie and good cheer.



Pics by Murray Barnard





Pics by Murray Barnard













# ALBANY MATTERS

by Roger Bittner

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events	Trailer Backup
<b>2018</b>		
September 9 <sup>th</sup>	Kevin's Spring Rally	Bernie Wolfe
October 14 <sup>th</sup>	Richard Turpin's place for lunch	Manfred Feichtinger
November 3 <sup>rd</sup>	Vintage & Classic Extravaganza, Stirling Tce	Not a club run
November 4 <sup>th</sup>	Vintage & Classic Hill Climb, Marine Drive	Not a club run
November 11 <sup>th</sup>	Gypsy Tour, BBQ lunch at the Chalet	Required
November 18 <sup>th</sup>	Deceased riders memorial run and BBQ run.	Jack Sexton
December 8 <sup>th</sup>	Salvation Army Charity Run	Not required
December 9 <sup>th</sup>	Christmas tree & BBQ at the Chalet	Required
<b>2019</b>		
January 6 <sup>th</sup>	Vintage & Classic Clubs Bring Your Oldest Bike - Leaving Chester Pass Road information bay at 10 am sharp	Required
January 13 <sup>th</sup>	Flourish Cambodia run	Required
February 10 <sup>th</sup>	Ron & Lynton's run	Required
March 10 <sup>th</sup>	Ed Shekell's run	Bernie Wolfe
April 14 <sup>th</sup>	Volunteer Required	Peter Ogborne
May 12 <sup>th</sup>	Bill Morrell's run	Required
June 9 <sup>th</sup>	Volunteer Required	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)



Clockwise: The gang at Nippers for coffee, Aiden's Yamaha & Garry Dibble's Honda Dream

**ALBANY SECTION - CLUB RIDE JULY 2018:** Who said Albany is cold, wet and dreary in winter? Well, maybe it can be at times ( it is winter after all! ) but for our ride the weather gods decided to be kind to us and the day turned out to be very pleasant. 19 bikes brought their riders along so they could enjoy an outing and the day went well for everyone. Umm, as long as your name wasn't

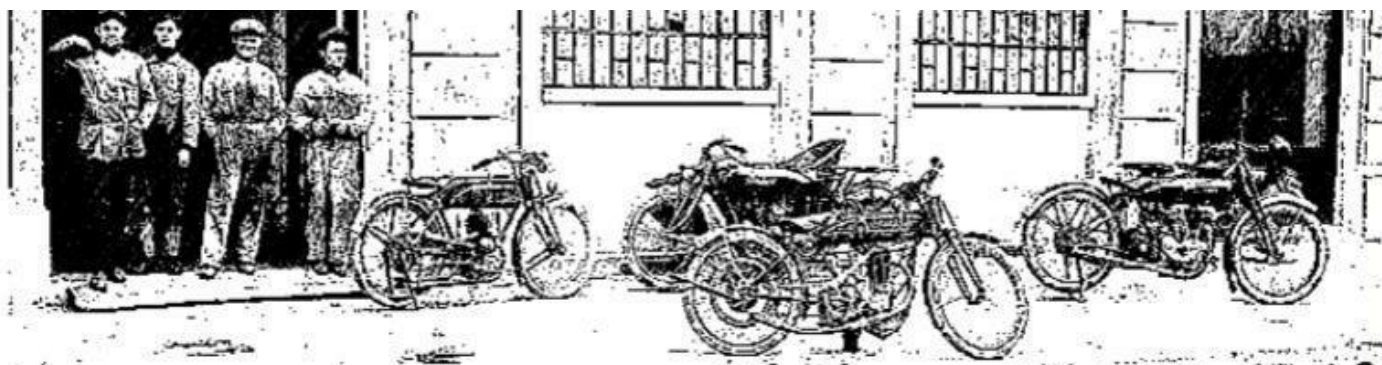


Bill Morrell, who found himself clutching the left hand lever sans cable just 50m from the start; resulting in a trudge – it back to the start and Kevin, on back up, getting his only customer for the day. Just a short ride, from the Old Gaol at 10am to the Elleker Store for a 1/2hr coffee break, for some, then on to Mutton Bird Island lookout and a coffee break for others, with the magnificent south coast scenery providing ambience you'd have to pay for anywhere else. The final stage of the ride was to John & Cheryl Northcott's for lunch and lots of socializing! The Northcotts, ably supported by Dennis & Maureen Lohar put on a very enjoyable sausage sizzle, backed up by coffee, cakes and a raffle – we were thoroughly spoiled! So thank you to everyone who helped make the ride and the important camaraderie of the day so enjoyable. *Bernie*

**MEMBER'S PROFILE: DENNIS LOHOAR:** The first bike Dennis rode was a Triumph T110 when he was 18. And the first he owned, and still has, is a Ural with sidecar which he got when he was 71 years young. But for six years he worked at Vansteeg Honda and Mortlocks, they supplied him with bikes to use. His 3 favourite bikes are , the Ural, a Honda 250 and an 880Harley also with a sidecar. Dennis would like to own a Honda Goldwing. His favourite ride is out to Two Peoples Bay and he joined the club to meet fellow bike riders and enjoy their company. (Scribes note. I had heard around the club that Dennis used to drive TQ's, so because they were fitted with motorbike engines and Dennis was very successful I thought members might be interested in his history, so I asked him for his story). In 1962 I started racing TQ's ( now known as formula 500's) My first car was fitted with a Triumph Twin motorbike engine. This sport suiting me, soon I rose to higher levels, having a new car built and fitted with a BSA Gold Star motorbike engine. A black car number 3, a real little ripper, bringing me or winning me many rewards. 1964 TQ open Championship at Narembeen. 12<sup>th</sup> December second place in Eastern Districts Speedcar Championship at Kellerberrin driving this TQ. 1965 June 12<sup>th</sup> Australian TQ Championship at Bibra Lake. March 19<sup>th</sup> WA TQ Championship at Claremont Speedway, then the following night won the Eastern Districts TQ Championship at Kellerberrin. Over the years from 1962 to 1975 broke many lap records and had many successes in my sporting hobby, racing all over the state of WA. Thanks Dennis. If any members have a similar story of motorcycle related sporting success please share it with us.



*Clockwise: Jim Robinson's Baker is coming along nicely. 2. It's been a case of putting your gloves on the cylinder head in this cold weather. 3. Members gathered for a cold morning's ride to "Whale World"*





This month I am going to let someone else do the talking –  
**Edited extract from “The Perfect Vehicle” by Melissa Pierson:**

*My own answer to the question of ....“who is a real motorcyclist”?...would have to comprise all who have heard a bike sing and thought it one of the most stirring melodies they’ve ever heard; who have wished that in this moment all the cars in the country would disappear to some junkyard far away; who know a perfect road is defined by its curves, camber, view; who look at bikes, and look for bikes, wherever they happen to be.*

*The hardcore lover of motorcycles, the one whose head turns at every growing sound that promises a bike will soon flash into view, can’t help it. There is a peculiar kind of moto lust that inspires some people to fill their garages with bikes and the “pre-restored” carcasses thereof and still be unable to resist the next one they see that has a for-sale sign around its neck. The wallet is rarely large enough, for bikes, like boats, are black holes in the universe of money.*

*Riding on a motorcycle can make you feel joyous, powerful, peaceful, frightened, vulnerable, and back out to happy again, perhaps in the same ten miles. It is life compressed, its own answer to the question “Why?”*

*Why? they ask, those who don’t ride. Those who do ride are incapable of understanding the question. Riding feels good, they say—it feels damn good. But I think there is more, just as there is always more underneath the obvious, and a little more underneath that. The great layered mysteries of human motivation are oddly both variegated and amazingly uniform. And they are revealed in the many reasons, as well as the one simple one, why people ride. Motorcycles are what they feel like (profoundly sensual—vroom, vroom—and perhaps a bit primordial) and also what they look like (fearsome, with a strange deep beauty). Look at that engine, out for anyone to see, and those two simple wheels: what else announces its intent so brazenly? It was not insignificant that T. E. Lawrence bought the farm, riding back from the post office at a very reasonable rate of speed, on one of his beloved Brough Superiors.*

*Colin Wilson counted Lawrence among the exemplary “outsiders” in his book of the same name, and he explained the adventurer’s central motive: “His clear-sighted intellect could not conceive of moral freedom without physical freedom too; pain was an invaluable instrument in experiments to determine the extent of his moral freedom.”*

*Motorcyclists intuitively understand this even if they cannot articulate it, just as they would identify with Lawrence’s penchant for riding his lovely machine, which he named Boanerges, flat-out for speed, and sometimes to race a*

*fighter plane flying overhead. “A skittish motor-bike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties, and the hint, the provocation, to excess conferred by its honeyed untired smoothness,” he wrote. “Because Boa loves me, he gives me five more miles of speed than a stranger would get from him.”*

*Motorcyclists understand this too, because what bikes feel like is an extension of the self—a better you, a perfectible, fixable you, an ominously powerful you. That is also what they look like to the occasionally cowed bystander, who, like an Indian first seeing a white man on horseback, may believe he has encountered some new creature that is only part human.*

*To those who love motorcycles deeply, there is usually one aspect of the machine that broadcasts its allure in advance of all others. It may be the visual arrangement of parts, their rake and line and organization that come together in a design that seems to freeze speed. It may be the look of meanness, sweetness, or promise delivered even from under the fluorescent light of the showroom. For me, it is their sound that makes the heart race.*

*The exhaust note of certain bikes functions like an aria, the relentlessly plaintive song that arrives at the vulnerable moment in the opera to wring the emotions dry. Every model has its characteristic melody, and maybe if you love your bike you simply love its sound most. The sounds of Italian engines, especially those of Moto Guzzis and Ducatis, are to me so supremely sensuous that I can only merely appreciate—albeit appreciate well—the tone of other bikes.*

*My friend Erica owns a Moto Guzzi and a Ducati. She is known to swoon at the sound of their kin on the street or track, but she is not tone-deaf to the other great songs of the motorcycle world, either. As a vintage British BSA Gold Star went by, her eyes grew larger and larger and she exclaimed with childlike amazement, “It’s like the heavens have opened up!”*

*I would know the sound of a big Guzzi in my sleep. It concentrates its aural energies in your upper chest, ringing through your bones. It is the sound of joy, as is, say, the bass tune of a Ducati 851 roaring inches away down the straightaway of a racetrack at well over 100 mph. The sight is a flash of red, impossible to see except as a blur at close range, but the swelling, deepening waves of sound as it retreats stay with you, pinning you solidly to the ground through your feet.*

*I am a motorcyclist, and though I recognize I am not the “usual” motorcyclist, I also don’t anticipate ever meeting one of those in person. All I know is that over the years I have occasionally sat back and thought how strange it is that motorcycles can completely overtake your being and act as if they own it. Certainly nothing in my life before them—and certainly not my parents, had prepared me to fall in love with bikes. I had gone through school without knowing they existed. Of all the things that could have happened to that girl when she grew up, motorcycles are fairly far down on the imaginable list. But now I can’t imagine it otherwise.*





I grew up on Mt Carnage Station at Ora Banda (NW of Kalgoorlie). My father bought a 1951 Golden Flash from Jack Johnston (Kalgoorlie BSA dealer); Dad had his heart set on a Triumph, but Ken Marshall wouldn't lower his price, so Dad crossed over Hannan St to the opposition, and rode home to Ora Banda on a BSA. When I turned 10, Dad showed me how to start one of the C92 Honda Benly's in the station shed; the next day was from dawn to dusk mustering sheep!" There are many more bikes in the collection now; some restored. Projects underway include three Ariels (1938 4G, 1927 Model A, 1957 VH), some more BSA's (A7SS, A50, long stroke A7), several Hondas, two Yamahas and a Suzuki.

It's been "knees in the breeze" for the past 40 years. We started a business in Kalgoorlie in 1989 (hydraulics/fluid power), and opened a branch in Perth in 1994. I joined the VMCC originally about 15 years ago, but was unable to get to Perth to attend meetings or events. Our family moved to Maida Vale in 2011, and I re-joined the club. As a new committee member, I am honoured to have the opportunity to represent the membership and have a positive input into our club.

In closing, I'd like to share this story... *Two Kalgoorlie old-*

*timers are out prospecting, and as they are walking along they came upon a huge old shaft in the ground. They approach it and are amazed at the size of it. The first prospector says, "Wow, that's some shaft; I can't even see the bottom. I wonder how deep it is?"*

*The second prospector says, "I don't know. Let's throw sumthin' down there, listen and see how long it takes to hit bottom." The first prospector says, "Hey, there's an old motorcycle frame and engine over there. Give me a hand, we'll throw it in and see." So they pick it up and carry it over and count one, two, three and heave it into the shaft.*

*They are standing there listening, looking over the edge, when they hear a rustling behind them. As they turn around, they see a goat come crashing through the scrub, head down, running flat out up to the shaft and, without hesitation, jump in headfirst. It was quite a while before they heard a dull thump as the frame and the goat hit the bottom.*

*While they are standing there staring at each other in amazement, peering into the shaft, trying to figure out what that was all about, an old stockman saunters up. Say there," says the stockman, "You fellers didn't happen to see my goat around here anywhere, did you?"*

*The first prospector says, "Funny you should ask, but we were just standing here a minute ago and a goat came running out of the bushes doin' bout a hunnerd miles an hour and jumped . . . headfirst into this here shaft!!"*

*The old stockie said, "Naw, that's impossible I had him chained to an old bike frame and motor."*



Richard's Dad on the station



## NUMB BUMS & OIL LEAKS

by Adrian White

**HELP NEEDED!** To continue our "Numb Bums and Oil Leaks" we need stories, preferably motor cycle related but life in general can be mighty entertaining so don't hold back. Think your first ride, first bike, licence, get off, race, win, crash, courting days, memorable trips (for good or bad reasons), having your bike as your sole means of transport, the list is endless and is worth recording. If every Club member had just one tale we'd have six hundred or so. If you're not keen on putting pen to paper, ring me. I'll also do my best to edit anything you write if you so wish. The column has been well received so let's keep it going! Please contribute! *Cheers, Adrian White, #309f 9294 2495, 0438 33 55 63.*

**WELFARE CHECK!** Also, please don't forget I can only be an effective Welfare Officer if you guys keep me informed, don't assume I've already been told, but phone me, it only takes a minute and judging by the feedback, people really do appreciate a gasket when they're a bit down and out of circulation.

**CHRISTMAS**, and the boss of the Vauxhall dealership in the city was well pleased with his workshop staff's performance over the year, so on the last afternoon of work he shouted some beer and sausage rolls for the team - this being the era when such wouldn't result in a law suit if someone had a crash on the way home. He went to the workshop to shake a few hands but found no one there, then to his alarm noticed smoke issuing from between the pit boards. Hastily removing one, there crammed in like sardines were his highly skilled technicians, drinking beer, eating sausage rolls and having the odd smoke whilst watching the blue movie being projected onto the white painted pit wall.

**RICHARD MATTHEWS:** I was born in Folkestone, Kent in 1931. According to my mother a neighbor who looked into my pram saw a small, sickly baby and informed Mother I would not survive. (charming! Ed) Obviously she got it wrong, eighty-six years later, by the grace of God. My motor cycling bug bit at fourteen years old when an ex school friend turned up at the library on a two stroke GTP Velocette and gave my older brother and I a ride, pillion, round the block. We were both hooked. Next weekend we saw a MSS 500cc Velocette for sale in the paper for £80, my brother was a butcher, had some savings so we cycled the three miles for a look. I shall never forget our admiration and delight when the owner uncovered this 1938 Velocette and wheeled it out of the shed, immaculate in its black and gold livery and fishtail exhaust. Fuel siphoned from a lawn mower and a few lusty kicks brought this long unused bike roaring to life, beautiful. After a briefing from the owner Ron rode home. This was in 1945, driving licence examinations were suspended until hostilities ceased. That afternoon Ron took Mother about twenty miles into the country to visit Grandma. On the way back the Velo stopped, a friendly gent

who offered help declared the spark plug cracked and asked Ron how he was getting on with the gears - "gears"? said Ron - he'd done the trip in first! We had lots of fun with that bike though it had a habit of breaking kick starter return springs, no doubt due to incorrect use of the said starter. A knowledgeable motorcyclist offered £90 and became owner of the Velo. Father, a butcher, purchased a shop in in nearby Hythe and needed a delivery vehicle to be operated by Ron, who was only sixteen, old enough to drive a motor bike but not a van so a new Matchless G80 500cc with Watsonian box sidecar was purchased. Ron was later conscripted into the Army so I inherited the delivery job on the outfit with many prangs along the way! In post war Britain you expected to wait about a year after ordering a new motorcycle so I ordered a Triumph 3T and settled down to wait but to my surprise the local dealer phoned soon after asking did I want my bike now? Did I what!? He'd had a cancellation. Despite having no licence I rode for several months, fortunately with no accidents. My brother by now had a Triumph Speed Twin, all that power,! I wanted one too but none were available in the foreseeable future so I settled for a Matchless G80, followed by a Tiger 100 and another two Speed Twins. In those days we spent most weekends riding to various grass track, trials and scrambles events, plus road racing at Cadwell Park, Brands Hatch and others. By this time my turn had come to be conscripted into the British Army, taking my Speed Twin wherever they posted me. My most memorable occasion came when I was selected to ride as part of a Regimental three bike team in an A.C.U. 24 hour rally. We were given a week off to ride from Warminster in Wiltshire across England to Liverpool, then through most counties and back to Kent. I rode a girder forked 350cc Ariel. On my de-mob in 1951 I resumed butchering as manager of various shops. I met Margaret, we married in 1954 and we've enjoyed sixty-three years of happy life together, being blessed with three sons and a daughter. We purchased our own butcher shop in 1955, in Handcross, Sussex; selling the Speed Twin in the process. An Ariel Colt 200cc was our next transport and we spent many happy miles two up on this bike. In 1970 we emigrated to Western Australia. Margaret and our three boys all attained motor cycle licences, together we spent many happy hours touring the state. We had number of modern bikes including a Honda 400/4, Yamaha 750 triple and various B.M.W. machines. In 1993 I retired, bought an immaculate 1968 Triumph Bonneville and joined the Vintage Motorcycle Club, making many good friends and very much enjoying weekend rides. Eventually I organised rides including the annual Toodyay Tootle which was well supported. Now living in Mundaring Retirement Village I have only room for one bike. Finding maintenance a chore on an older bike I purchased a new Indian Scout and at the ripe old age of eighty-six I am fortunately able still to ride, most weeks covering five hundred kilometres or so around the pleasant country towns



in Western Australia. I have found that with motorcycles you either love them or hate them; for me they have bought me much life long pleasure, there's nothing like a winding

country road with a powerful motorcycle beneath you.  
*Richard Matthews #493*



## FEATURES

Compiled by Murray Barnard

**INTO THE LAND OF THE ABORIGINES**— An Epic Story of the Adventures of a Schoolmaster-explorer in the Heart of Australia of a Man Who Lost His Life on His Very Next Trip - By the Late ELLIS BANKIN (*edited by Murray Barnard from The Motor Cycle Jan 1937*)

*The author of this article, Ellis Bankin, school master and motor cyclist-explorer, unfortunately died of thirst on his second trip into the interior of Central Australia. According to the search party who found his body, it seems that he hurt his head when making for a waterhole ten miles away. Tracks on the ground showed how he had crawled from one side of the machine to the other in order to get shade, but finally he perished from thirst. The machine was undamaged, and there was plenty of petrol in the tanks. The goal Bankin was making for was Ayers Rock, which has been seen by few white men, and then only by travelling on camel packs. No motor cyclist has ever before entered that barren and sun-scorched desert*



**CENTRAL AUSTRALIA** is a great barren desert—a grim, lonely place—a country of fierce heat and eternal sands, of creeks and gorges and tenuous tracks which sometimes fade away and leave one "bushed." Already my trusty Triumph had taken me from Melbourne to Perth (Western Australia) across the desert and through unexplored country. After that trip I had no doubt whatever about the reliability of the Triumph. It was my intention to ride up the Great North Road of Australia as far as Alice Springs, where I would turn south again for civilisation. The first stage of the journey—the run to Port Augustus—was uneventful. I stayed there overnight, but, unfortunately, the people at the hotel forgot to call me in the morning. So Trusty, the Triumph, had to produce a

few extra miles an hour to make up time, and we fairly shot through the timberless, salt-bush country north-west of Port Augusta. When I passed another vehicle I had to take to the side of the track and bounce by with both wheels off the ground for most of the time.



At dusk I reached East Well and took on petrol. As we, Trusty and I, were still behind schedule, we attempted the forty miles to the next homestead at night. The manager at East Well gave me excellent directions, but it is folly for a stranger to attempt that country at night. After forty-six miles of blind struggle up and down sand-hills I was lost on a track that hadn't been used since the rains weeks before. So in a clear patch, free from the huge scorpions found in these parts, I crawled into my sleeping-bag. Those wretched forty-seven miles had cost three hours. At dawn I was up and riding along a track heading north. In seven miles I came to Vivian Well; and forty miles farther on I surprised the hands at a very neat and orderly farm. The run to Coober Pedy seemed as if it would never end. Sometimes the track wound through poor scrub, then across stony country, and then past a fenced waterhole—a sure sign of civilisation. Five miles farther on we climbed a long slope over a saddle in the flat-topped hills, and I saw two small galvanised sheds and a few hens, a number of mounds of earth, and one or two holes in the sides of the hills. A wireless aerial was apparent on the side of the hill—but no house. Where could the town be? I was on the point of continuing when I noticed a very old sign on one of the tin sheds. It read, "Coober Pedy Store," so I parked Trusty in front, still at a loss as to what to make of this strange place. Just then an old man appeared. It was quite obvious that he had come out of the ground. And, in fact, the forty-five men and the two women in the town lived underground! The old man lived alone in a small cave-like

dwelling. He showed me his little collection of opals, and I was sorry I could not buy them from him.

I walked over to the Post Office, which was burrowed into a low hill across the shallow valley. From there I sent telegrams to Cloncurry—600 miles away' as the crow flies. The man in the Post Office generated the power for telegraph transmission with a little affair with bicycle pedals affixed, and two telegrams brought the perspiration to his brow. Not a light was visible in the town except when one came directly opposite the oblongs cut in the hillside. Sooner than sleep in one of these caves I stretched myself out in the open by Trusty—my old machine has been a comfort on many lonely nights! Before I left, some tourist cars had caught up with me, but after hearing reports of the recent rains they decided to retrace their steps. So I set off north—alone and with no one following. For thirty-five miles westward I was very glad of the guidance of two wagon tracks. Again tempted by decent tracks, I decided to ride through the night. However, no harm came, and at ten o'clock I had covered the seventy-five miles to the next homestead.

**Lost in the Bush:** In this country the track invariably leads right up to the door of a homestead. Mt. Willoughby proved to be on a creek, and the track near the homestead was obliterated by the hoof-marks of the hundreds of stock that come to the main well for water. The track followed a large creek for part of the way. These are bad enough in daylight, but it is madness to try them at night. In the middle of one of the long stretches the track was completely swallowed up by a shallow lake. When I reached the other side of the wide stretch of washed-out ground, I took a wide circle to try to pick up the track again, but I soon realised that I was completely lost. As the track had been good in the early part of the night, I had, for once, neglected to take careful note of the positions of the stars. Now it was nearly midnight. I felt exceedingly uncomfortable, for I was in a country where one does not expect to be searched for—there are no telephones, and each homestead is isolated for weeks. I knew that the track ran in a northerly direction, and that I had just crossed a very wide, water-washed depression, but in the darkness even the latter was now out of sight. The position was fraught with danger and needed care. Perhaps it would be best to camp until daylight, when I could see better or track my own trail. Instead, I calculated my bearings, and, taking careful stock of distinct groups of stars, I decided to ride for half a mile due west and then exactly one mile due east. I was thankful for my speedometer!

**The Homestead:** Although the westerly half-mile led into thick scrub I kept going, for how was I to know that the track did not meander through it? It was a tough job watching for treacherous dead branches and old logs and the slightest sign of a track. When the Speedo, showed the five-tenths of a mile I turned towards the eastern star, still watching all the way in case I had missed the track. You can imagine how anxiously I searched for the slightest trace of a track, but still there were no signs of one. The Triumph took me past my original point of starting . . . one- . . . two- . . . three- . . . then four-tenths of a mile east and then down into a depression in the salt bush. Only a few yards more

and I would have to camp, lost in the farthest outback. The last fateful tenth of a mile was coming up on the speedo. when the head lamp picked up two straight narrow' strips. The track, surely? Yes! and what a relief! So I continued my way northward until another creek caused what seemed to be an infinite and useless struggle, and I lay down until dawn, thankful to be on the trail once more. Riding due north next morning I soon encountered one of the most difficult creeks of the whole journey. The bank was a rise of pure sand nearly a quarter of a mile long. Just at dark I pulled up at a hut, and, pointing ahead, I called to some people, "Is this the way to the homestead?" The voice of a white man replied, "You're right there!" So I set off full tilt, but after some miles I had serious doubts, and turned back to learn that the hut itself was the homestead. I determined to ride the next fifty miles by night, and although Trusty and I frequently bit the dust in the sandhills, we arrived safely but mighty tired and sore at Erldunda.

**In the Sandhill:** The next station was Henbury, on the Finke. Just before crossing the Finke I passed a donkey caravan resting under a huge gum tree. Trusty and I charged across the wide sandy bed of the river and over the huge sand hummocks that barred the way to the homestead. But we never reached the homestead, for we were met by a white man running towards us and signalling us to stop, which, of course, we did. He told me that there was a camel team in the yard, and that if Trusty went in the camel team would "go bush." So I saw nothing of Henbury except numerous blacks. The following sixty-mile run to Owen's Wells was uneventful except for one or two spills in the sandy river-beds. That country is cut up by great river-beds, each one of them a source of anxiety to anyone without plenty of time and rolls of matting. If sunset had not descended so suddenly I should have had a very pleasant time at the camp, but Alice Springs was still forty miles away along an unknown track. Going eastward, the track led close to the mountains. A run of an hour and a half brought me to the scattered town and to the police station, for which I had been given a special despatch from Erldunda station. Still an unmitigated optimist, I hoped to reach Melbourne, 1,500 miles distant, in three days, but that was just blind hope. Some of my difficulty can be understood when it is remembered that Trusty was the first vehicle of any kind to travel over the Main North Road since the rains of 1935. Old Trusty had to pioneer about two hundred miles of the road.

**A Trusty Pioneer:** Soon after leaving Alice Springs the track I had been following faded out and I bumped along a rough seven miles before sighting the overland telephone line and the track. This run to Deep Well was a sandy one. There are more than eighty miles of heavy sand between Alice Springs and Oodnadatta. I had the bad luck to be preceded to the wells by a mob of 1,000 cattle. These had obliterated all the tracks, thus rendering it necessary to circle the wells in a radius of about half a mile in order to pick up the trail. The Lonely bend Hotel - famous in Australian literature - was reached at dusk. It is the strangest place in ten thousand miles. It looks for all the world like a piece of some far-distant land. If a man were parachuted out of a stratosphere 'plane at dusk I am sure he could not tell whether he was in Abyssinia, Tibet, Arabia or Mexico. Here the River Finke has cut through the hills, leaving gigantic highly-coloured



cliffs. Old Trusty spent nearly half an hour in roaring along the sandy stretches of the beautiful valley. This music must have been audible for some time, for black aborigines lined the hill-top like rabbits at eventime. Soon after I came to Blood's Creek. I'll never forget Blood's Creek. The owner is a blue-eyed man whose father captained a Swedish sailing vessel. He has been a guide to the outback for University scientists. Desperate for time as I was, I listened to him for three precious hours. Unfortunately, making up time afterwards drove me to recklessness that might have had unfortunate consequences. Trusty needed no urging to eat up forty miles of desert track in an hour—which is sheer madness. Never again! In attempting to dodge a small washout we fell into a hidden one. We hit the bottom and bounced on to the other bank. . . . It was cold petrol running over my leg that brought me round quicker than anything. Through sheer force of habit I lifted the Triumph to an upright position. It certainly looked as if the worst had come to pass. The head lamp and spotlight on the Triumph were caved in, the front mudguard had fallen right forward, the front forks were slightly bent and—worst of all—the induction pipe was broken right off. Blood's Creek, forty-five miles back, was the nearest house and Oodnadatta was the next nearest point—fifty-five miles on. It looked as if I'd have to leave Trusty and foot the fifty-five miles to Oodnadatta.



**Search for Water:** Although this was bad enough, there was another circumstance capable of very terrible consequences. The water-bag had burst its stopper and now contained only a quart of water—only enough for twelve hours in that hot dry land. My right ankle, too, had been hurt. The nearest permanent water was fifteen miles back. I carefully formed my plan of action. Water was the first consideration, and while I could walk—painful as it was—I must get a supply of water. So I emptied a spare petrol tank

into the main tank, took food and bedding in case my ankle gave out altogether, and limped off towards the last water-hole. One habit I have developed proved a great help. I make a mental note of every/ water-hole, even mud-hole, that I pass. Now I could remember that about six miles back a clump of mulga marked a small water-hole on the east side of the track and a smaller one on the other side. Fortunately I had a wonderfully accurate picture of these in my mind and even when darkness came on my confidence never wavered . . . but those hours will not be easily forgotten. The strain of previous days of riding and the painful accident led to a very real appreciation of the ramblings of a stricken man. I could hear a horse galloping far behind me and could see a car light far away in front and the camp fire of blacks out on the hills—but there wasn't a soul within forty miles! But after many weary hours I was back by poor old Trusty, who had suffered more than I had. I felt she'd get me home—it's almost strange what faith one has in a truly built machine. This apparently hopeless task of fixing up the broken induction pipe was a challenge. I carried nothing to deal with such a mishap. Then the solution occurred to me. When I first went through Adelaide a very good friend of mine fitted a spare throttle control wire to the Triumph. Nothing on Trusty has ever failed—the wire was still there. The string unravelled from a piece of rope provided the first dressing ' for the broken pipe, while the steel wire made the join secure. That done, Trusty romped away like her old self. Now I had to hurry on, past Oodnadatta and down towards the western edge of that piece of dreadful desolation, Lake Eyre. Stuart Creek proved a sore trial. Like the other big creeks it had not yet dried up. Only one car had crossed since the rains and that had struck trouble—its tracks were everywhere. I tried to find a better crossing, but failed as dusk was falling. Then I spotted a black's camp-fire on a distant sand-hill. An old man and young man came to meet me.

**Back to Civilisation:** Giving the old man two shillings, I persuaded him to get the young fellow to guide me to a decent crossing. To my delight the tall young buck set off at about 10 m.p.h. and he helped me push Trusty through the most treacherous parts. Once out of the maze of water courses I could see the light of a ganger's camp on the North-South railway line, a mile away. It took me two hours to reach it, so treacherous was that trackless patch of ground. The railwaymen wondered that I had not broken my neck, and one ganger bet that we would not get past Maree, by the corner of Lake Eyre, before the train overtook us. But that train never caught us! The Triumph steadily ate up the miles and soon we were back in Adelaide and civilisation. Another trip of exploration was over. But that track of county has proved so interesting that I shall not be satisfied until I have explored it again.

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**FAST LAP AROUND A CONTINENT:** by Don Kerr — Reprinted with permission of American Motorcyclist — (*first published Aug 1977 — edited by Murray Barnard*).

Early in 1974 Rich Willey and I read in an ad that a Californian named Frank Wheeler had set a world record by riding around Australia in 21 days, a run of more than 10,000 miles under grueling weather and road conditions. Rich and I had

been riding buddies for over 30 years, and the ad so fired our imaginations that we pooled our life savings, obtained passports and flew to Sydney, Australia. On arrival, we found that the around-Australia record had been lowered to 19 days by Englishman Julian Grant. Rich is co-owner of a Kawasaki dealership in St. Louis, Missouri, and our plan called for walking into a Kawasaki shop in Sydney and buying two new Z1 Kawasakis for our record attempt. The two 900cc

bikes were delivered with licenses and insurance. In a hotel garage, we fitted them with four-gallon auxiliary tanks, tool pouches, a few spare parts and one saddle bag per bike, in which we carried maps and a log book for certifying signatures along the route. We knew only that the northern part of the country would be hot and that roughly 15 percent of the roads would be dirt with the remainder expected to be one- and two-lane blacktop. And watch out for kangaroos!

Early on October 24, 1974, a friendly officer in a police station near the hotel signed the log book and certified that on that day, at that time and place he was in the presence of Rich Willey and Don Kerr. At 4:15 a.m., we rode north out of town. Sixteen days and 10 hours later, we reentered Sydney from the south. We had broken the old record by nearly three days and had covered 10,350 miles, about 625 miles per day. Amid great publicity, we sold our motorcycles and returned to the States.



Don Kerr (left) and Rich Willey are pictured in Sydney, Australia, at the end of their first record-breaking run around the continent. Willey holds the current record, following a second run last fall.

But early in 1976 we learned that Barry Renton of Melbourne, Australia, had ridden the same route in the amazing time of 10 days, 10 hours. Barry Renton became the subject of constant conversation between Rich and me, now former champions. A return engagement became the only answer for the Willey and Kerr combination. Qantas Airlines landed us in Sydney on the morning of October 22, 1976, and we wasted no time. We contacted the same dealer and two new Kawasaki KZ 650s were purchased, licensed, insured and ridden to the hotel garage where auxiliary gas tanks and other gear were strapped on. At 12:01 a.m. on October 27, after a hotel night clerk signed the appropriate entry on our log book, we sped northbound out of town and into the foggy night.

Winding blacktop roads through green forests, lush lowlands and frequent views of the Pacific Ocean made the first day a joy. We paused briefly in Brisbane for a certifying log book entry by a service station operator, then sped on to Rockhampton, Queensland. Resting in a motel there, we reflected on a good day's ride of over 1,000 miles. After five hours sleep we were off again. The blacktop road coursed between cane fields, through forests and along the coastline where road signs said, "Caution — Koala Crossing." The second evening we stopped for a certifying log book entry at

a service station in Cairns, a famous sportfishing center and the northernmost city on the east coast portion of our route. We were up and rolling by 4:30 a.m., headed westward to Georgetown, where the good highway ended. Ahead of us lay a 200-mile stretch of rugged dirt road full of ruts, pot holes and sand traps. Screwing on the throttle and hanging on was the only way to avoid a disastrous tank slapping crash. Our normal high-speed cruising on good roads was reduced to a mere 50 mph crawl on the dirt. After nearly four hours of pounding we then turned southward through Mt, Isa., on good blacktop two-lane roads again. The third day ended in a motel in Tennant Creek, Northern Territory.

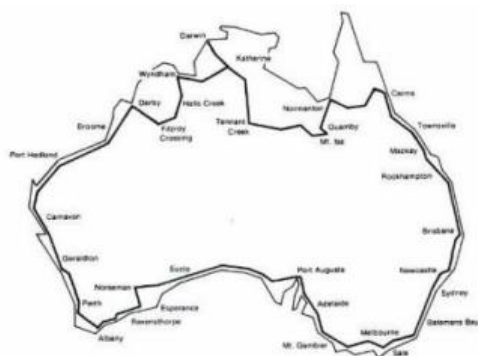
We rose early and raced into Darwin for a log book entry by two obliging policemen in a squad car. We were now just 12 degrees south of the equator, and it was hot. In addition to the dozens of kangaroos we saw (and often narrowly missed), near Darwin we observed several large lizards, one at least eight feet long. The many near-collisions with kangaroos and stray cattle forced us to

reduce speed as we headed west to Timber Creek. While enjoying a quick beer before collapsing for the night, Rich questioned a friendly and shirtless bartender about a large bandage on his left shoulder, 'I wrestle crocodiles during the day for the tourists at the Ord River' the bartender replied, "and one of the bloody things hit me." Day five saw us continue west to Kununurra, Western Australia. It was Sunday morning and we arrived too early for the service stations in Kununurra to be open, so we waited anxiously until 8 a.m., when a buxom lady arrived to open the pumps for business. Then we went south into Halls Creek where fuel and a quick sandwich were accompanied by the waitress' observation, "It's 115 degrees in the shade now and should get a bit warmer as the day wears on." The paved road ended again, and another 200-mile stretch of sandy, shadeless trail lay between Halls Creek and Fitzroy Crossing. About two hours later I crashed at 60 mph while crossing a deep bed of sand that had blown across the road. Fortunately nothing was damaged except a turn signal and a helmet visor, but a tank-slapping highside can be unnerving at that speed and it was only a preview of what was to happen 15 minutes later. We resumed the push west toward Broome, West Australia. Five thousand miles from our starting point, it was the proposed destination for the end of the fifth day. At Broome the rear tires were to be replaced. The front tires, we figured, would easily go the 10,000-mile distance.

Suddenly, while crossing a rocky dry creek bed at about 60 mph, my front tire blew out. The machine went down immediately, and I was tossed over the handlebars. I sustained a deep cut on my left forearm and badly skinned knees. Rich quickly realized the stitches needed to repair my arm would put me out of the running. In addition, with temperatures of an estimated 130 degrees dehydrating us, a course of action had to be determined quickly. We estimated our position to be 60 miles east of Fitzroy Crossing. A westbound aborigine in an old pickup truck soon came by the scene. He offered to carry me to Fitzroy Crossing, where two nurses who ran a small hospital could give me aid. Rich agreed that would be the best course of action, and he asked the aborigine (whose name was Martin) to return to the accident site and retrieve the wrecked bike after I was taken to the hospital. The nurses inspected my



arm and recommended surgery, which required that I be transported to a more sophisticated hospital 200 miles away in Derby, West Australia. Through radio communication with the larger hospital, it was determined that I would be relayed halfway across the desert by Land Rover to a rendezvous at a large tree — the only tree in that part of the desert — where the ambulance from Derby would pick me up. Back at the creek crossing, Rich repaired the front tire of the damaged machine and waited in the desert until 10p.m. for Martin's return. He didn't show. Rich hid the repaired bike behind some scrubby bushes, carefully noted the odometer reading on his machine and rode the 60 miles to Fitzroy Crossing where he inquired about my whereabouts. A sympathetic nurse told Rich about the surgery, then allowed him to spend the night at the hospital, in the morning she drove him in the Land Rover to retrieve my machine from the desert. The nurse also let him store the bent bike at the hospital until one of us could return for it. At Rich's request, the nurses radioed Derby, only to learn that I was in the operating room at that moment. Rich then rode to Derby and in the recovery room we decided he should continue the run for the record, even though he was 24 hours behind schedule. Rich scorched the 500-mile stretch of dirt road across the Great Sandy Desert with only one quick stop for fuel at the Sandfire Flats service station, midway across the barren landscape. After a collision with a kangaroo, he rode south to Perth, then to Albany and Ravensthorpe. Ravensthorpe to Sydney is a distance of over 3,000 miles. Rich covered it in 51 hours without so much as a stop for rest. He rode into Sydney 10 days, seven hours and 54 minutes after we left, a new record for the 10,000 mile distance. How long will the record stand until someone tougher than Rich Willey comes along. And that may be a long while indeed.



*(Postscript: Ed. Subsequent records before the event was scrapped were: Warrick Shuberg, October 1977. Kawasaki 900cc, kilometres not recorded. 9 days 23 hours, Terry Tex O'Grady, March 1978. Honda 750cc, kilometres not recorded. 8 days 23 hours 51 minutes, Ray Kerr Lansom, October 1981. BMW. Kilometres not recorded. 8 days 4 hours 57 minutes, Ross Atkin, September 1982. Kawasaki 1300cc. 15000 Kilometres. 6 days 22 hours 51 minutes, Rich Willey and Gary Van Straten, October 1987. Kawasaki 1100cc. 15508 Kilometres. 6 days 17 hours 6 minutes i.e. average of 96km/h!).*

**A SPEEDING FIRST:** riding sedately through Bickley Valley on a recent Sunday I was surprised to see 2 motorcycle policemen having a chat to several motorcyclists on one of my favourite twisty bits through the hills. Fortunately, I was quite happy this day to be purring along close enough to the speed limit to only attract a cursory glance from our esteemed officers in uniform. I have never seen police traps in this area before, such is life.

This brought back memories of the story of the first speeding fine issued in Western Australia. It was reported in the West Australian of 25 March 1905. It resulted from new by-laws on vehicle speeds drawn up by the Perth City Council only weeks before. The Council set a limit of 4mph (6.5kmh) when crossing an intersection, 10mph (16kmh) on Pier, King, Wellington & hay streets and 15mph (24km) elsewhere.

Number plates were introduced around this time as well to help identify motorists though considering the number of vehicles they should have known everyone by sight! The first person to receive a speeding penalty was Mr Arthur Spalding, a motorcyclist! The charge against Mr Spalding was that he had "furiously ridden a motor-bicycle." This was before the time of accurate measuring devices. Mr Spalding was fined 18 shillings and 2 pence costs. A hefty fine for the time, roughly equivalent to \$135 today in real terms but heaps more in actual spending power and proportion of average income.

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The frequency of sexual activity of senior males depends on where they were born.

Statistics just released from Statistics Australia and the United Nations B.O.H. Team reveal that:

Australian men, between 55 and 85 years of age, will, on average, have sex two to three times per week (and a small number a lot more), whereas Japanese men, in exactly the same age group, will have sex only once or twice per year - if they are lucky.

This has come as very upsetting news to me and most of my mates at the Golf Club, as none of us had any idea we were Japanese.

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Dan Halen  
email





Stirling Highway, Swanbourne – near Eric St, looking South-West



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**Sunday 21 October 2018**

Distance: 240 kms (approx.) - Entry fee: \$5.00

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PASSENGER'S NAME:	MOTORCYCLE:	YEAR:
HP: (for Vet/Vint):	CUBIC CAPACITY (if Post Vintage):	SOLO / SIDECAR:
Machine #:	SPEED CATEGORY ENTERED: 20mph 30mph Open	

**Declaration and Indemnification:** I hereby agree to abide by the constitution and regulations of the VMCC of WA (Inc) in consideration of the acceptance of this application. I agree to save harmless and keep indemnified the VMCC of WA (Inc.), the promoters and organisers and all other club members, their respective officials, WA (Inc.), WA (Inc.), the promoters and organisers and all other club members, their respective officials, servants, agents and representatives against all actions, claims, costs, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of or in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other insurance company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed, in roadworthy condition and that I currently hold the appropriate driver's licence.

Applicant's signature:	Passenger's signature:

Please send completed entry form to: Barry O'Byrne, 21 Sugarwood Dr, Thornlie, WA, 6108 or email: barryobyne2007@yahoo.com.au



VMCCWA PRESENTS

# The 2018 GYPSY TOUR

## Denmark

Come and Join us  
Country Fun  
at its best

9-12 NOVEMBER 2018

Saturday up Mt Shadforth across to William Bay, Elephant Rocks, Green Pool and the chance to visit the Chocolate Factory and wineries on the way. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Tiding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour.



Contact  
Murray Barnard  
0434215665  
web@vmccwa.com

THE 44<sup>TH</sup>  
VMCCWA



## WA TOURIST TROPHY

7 OCTOBER 2018



Contact Barry O'Byrne  
0418 936 254  
barryobyne2007@yahoo.com.au



## ROARING TWENTIES RUN

6th 7th APRIL 2019

Open to all pre 1931 bikes

The run starts and finishes at Boyanup with an overnight stop at Nannup

Perpetual trophy to who ever rides in the spirit of the event

Best vintage trophy

Best veteran trophy

Best small bike trophy

Special award for all belt drivers

Plus more awards and grande raffle drawn Sunday

Bike display in Nannup sat' afternoon

Book your own accomodation at hotel a.s.a.p! Limited rooms mention VMCCWA - Ph Nannup Hotel 9756 1080

More info and entry forms closer to date Ken Vincent 08 9293 2093

Run by the Pre 31 section VMCCWA

Vintage Motorcycle Club of WA (Inc)

# VINTAGE MOTORCYCLE DISPLAY



## & SWAP MEET

Cannington Showgrounds  
Albany Highway  
8.00am

## 24 March 2019











# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

NOV 2018





**Vintage Motorcycle Club of WA**

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# **CLASSIC MOTORCYCLE SHOW & SWAP MEET**



**Vintage and Classic  
Motorcycles  
on display and in motion.  
Parts and accessories for  
motorcycles of all ages in the  
swap meet. Club displays and  
trade stands**

**CANNINGTON SHOW GROUNDS  
Albany Highway  
8am**

**24 March 2019**





# CLUB COMMITTEE & OFFICIALS

**Club Patron:** Rex Edmondson

**President:** Trevor Stephenson – 0402027946  
membership@vmccwa.com

**Vice President:** Barry O'Byrne – 0418936254  
barryobyne2007@yahoo.com.au

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas - 94016763 treasurer@vmccwa.com

**Communications:** Murray Barnard - 0434215665  
web@vmccwa.com

**General Committee Members:**

Paul Peghini – 0419914303 paul.fastrak@bigpond.com

Les Vogiatzakis – 0488915103 les@dgas.com.au

Richard Argus - 0418 934 550 rargus@bigpond.com

Stephen Hills – 0413678604 steve.mag@icloud.com

**WEB & PUBLISHING TEAM**

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665  
(web@vmccwa.com)

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,  
6530, 0412280089, (benner@iinet.net.au); & Chas Bayley

**TECHNICAL OFFICERS**

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time  
and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

**OFFICIALS**

**Membership Secretary:** Trevor Stephenson – 0402027946  
membership@vmccwa.com, assisted by: Mike Blake

**Welfare Officer:** Adrian White 0438335563  
sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428 (on a temporary  
basis)

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineers:** Owen Page, John Moorehead, Rex Edmondson

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Chair Pre-31 Section:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358  
Acc 481977532)

**Classic Section:** Coordinator - Jim Douglas 94016763

**Post 70 Section Chair and Events Organiser:** Stephen Hills –

0413678604 steve.mag@icloud.com

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees payable to  
BSB 126547 Acc 22110619)

Facebook page: facebook.com/groups/vmccwapost70

**Albany Section Chair:** Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

**Albany Section Secretary:** Roger Bittner – 98446524  
(rokebit@gmail.com)

**1st Time Examiner Conc. Licence Albany:** Bill Morrell 08 9844  
4081 (billmorrell@westnet.com.au)

**MEETINGS:**

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6  
Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at the  
Mayfair Lane 72 Outram Street West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little  
Grove Chalet Assoc', Little Grove Albany.

**Event Backup:** John Mills 0421738853 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is  
required for your event Ph. 94532728

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting  
nights from 7pm

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa

(to view and post, you need to register on Facebook first and then  
message web admin to gain access)

**Contributions:** We welcome contributions from Club members.  
Run reports, trips, general interest items or motorcycle related  
information appreciated. Submission of pictures either by email or  
in posting to club facebook pages is taken as permission to publish  
in the Chatter or on the Oily Rag. Please send Chatter advertising,  
photos, articles, news and Chatter contributions to  
web@vmccwa.com. Deadline for publication: Cut-off is for  
submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In  
engaging with members, approved events will be advised in  
advance to all members. The Club values the privilege of 404  
concessional licenses. To protect this privilege the Club will always  
advise the legal requirements and DoT expectations to members.  
Compliance is an individual's responsibility. Your privacy is  
paramount, you should only ever receive Club authorised bulk  
emails through the club website/web administrator.

**THE VINTAGE CHATTER** is the official newsletter of the VMCC of WA  
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Cover photo by Nic Montagu



# ROUNDUP OF COMING CLUB EVENTS

Compiled by Murray Barnard

For the latest event details always look online at the Events Calendar: <http://vmccwa.com/wp/events/list/>

Date	Event	Organiser	Phone	Email
27 Oct	Jim Forster 100 <sup>th</sup> Birthday Celebration 	Jim Douglas	94016763	treasurer@vmccwa.com
28 Oct	Midland Workshops 	Dave Weeks	0439991584	david.weeks1@bigpond.com
4 Nov	Dam Early Run	Chas Bayley	94903345	chasbayley@hotmail.com
7 Nov	Monthly Meeting – free sausage sizzle 	Paul Peghini	0419914303	paul.fastrak@bigpond.com
9-12 Nov	Gypsy Tour	Murray Barnard & Albany Section	0434215665	web@vmccwa.com
18 Nov	XMAS BBQ 	Trevor Stephenson	0402027946	membership@vmccwa.com
1 Dec	Kalgoorlie Toy Run & Ora Banda Ride	Richard Argus	0418934550	rargus@bigpond.com
2 Dec	Peter Groucott Memorial Run	Roger Bowen	0438945403	bowenswa@bigpond.com
2 Dec	Joondalup Toy Run	TBA		
26 Dec	Boxing Day Breakfast	Ken Vincent	92932093	bognorridge@yahoo.co.uk

## APPROVED CLUB EVENTS

**JIM FORSTER 100<sup>th</sup> BIRTHDAY CELEBRATION – OCT 27** During October 2018 the oldest member of our club is having a birthday. The birthday is somewhat special as the gentleman concerned, Jim Forster hits 100 YEARS OF AGE. To celebrate this momentous occasion the club has decided to organise a special event for Jim. This notice is to invite all members, especially the older ones who know Jim, to attend the event on Saturday 27th October. Meet at Jim's place, 51 Malibu Road, Rockingham between 11:00 and 11:30. We will go for a short ride around Rockingham to arrive at a venue for a celebration lunch. Please confirm your attendance with Jim Douglas by Tuesday 23 Oct at the latest as numbers for lunch need to be pre-booked. ([treasurer@vmccwa.com](mailto:treasurer@vmccwa.com) or 94016763)

**MIDLAND WORKSHOPS – OCT 28:** Joint display between the Machineries Club & VMCCWA, cars will also be on display. Assemble at the side of Block 3, Centennial Place, Midland, from 10am, with a \$5 sausage sizzle. We are directed to the newly resurfaced area south of Block 3. All Club-eligible 'bikes are welcome, although bringing your oldest would be appreciated. Our hosts will be firing up their bigger & smaller engines to entertain us. (*Note: this is a late addition to the calendar*)

**DAM EARLY RUN – NOV 4:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$5 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee. Chas Bayley 94903345

**MONTHLY MEETING – NOV 7:** Free sausage sizzle from 6.30pm at the clubrooms prior to the monthly meeting. Bring a bike if you can.

**GYPSY TOUR – 9-12 NOV 2018:** The *Gypsy Tour* will be on again for 2018 and this year it will be held a bit earlier to avoid the Christmas Rush and December heat. The base for the tour will be Denmark and I have coordinated with the Albany Section to have a joint activity and BBQ on the Sunday. Depart for Denmark from Perth on the 9<sup>th</sup>, return on the 12<sup>th</sup>. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour.

The 2018 *Gypsy Tour* will include a ride on the Saturday up Scottsdale Road across to the Valley of the Giants and the chance to visit the Chocolate Factory, a Meadery and Winery on the way. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. The Albany Section has generously offered to provide BBQ supplies for the visitors from the Perth Club. Backup will be provided for the Saturday and Sunday runs.

Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Pencil in 9-12 November. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now. We have 24 starters already.

Leaving 9am from Narrogin Inn, Armadale on Friday 9 Nov 18 or make your own way down at your leisure.



**Note:** I would appreciate if anyone is interested in attending the Gypsy Tour could you now phone or email me to advise of their intention to attend. I can then contact you closer to the event to advise you of further details and meeting points. You don't need to commit at this stage but just let me know for planning purposes. Murray Barnard 0434215665, [muzza@ozebook.com](mailto:muzza@ozebook.com).

**XMAS BBQ – 18 NOV 18:** BBQ beside the river at Shelley Beach foreshore, Riverton Drive, Shelley. Free to club members. From 10am. Bring a bike if you can so we can have a display – Trevor Stephenson 0402027946

**KALGOORLIE TOY RUN – 1 DEC 2018:** This event is run on the first Saturday in December. It is organised by the Ulysses Club, and all toys and funds raised go to the Salvation Army, which they then distribute to needy families for Christmas. A group of friends including club member Mario Cudini have been joining me in this event since 2002; it is now a tradition – one rider flies over from Victoria. We have had up to 10 old bikes in our group. After the 20 minute circuit through the main streets between Boulder and Kalgoorlie, our group ride out to the Broad Arrow Tavern for a "Broadie Burger". This year the run will extend to the historic Ora Banda Tavern (now a fully sealed road); round trip distance of 128 km. The toy run is well supported and averages 250 riders. Anyone interested in enjoying good weather, little traffic and flat roads, you are most welcome; please contact me. Richard Argus – 0418934550 [rargus@bigpond.com](mailto:rargus@bigpond.com)

**PETER GROUCOTT MEMORIAL RUN – 2 DEC 2018** - Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Roger Bowen 0438945403

**BOXING DAY BREAKFAST – 26 DEC 2018:** As usual, a social gathering and an excuse for a ride, and a **self-catering BYO breakfast** that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Any questions please call Ken Vincent on 92932093

**MONTHLY MEETINGS:** Please note that a free sausage sizzle will be held before the next monthly meeting. The intention is to hold these regularly, before monthly meetings, during the summer season. Watch the calendar for details.

**ALBANY HILL CLIMB:** AV&CMC are holding the hillclimb at Middleton Beach this year on 4 Nov 18. Display and Poker Run at Albany on Sat 3 Nov 18. This could be the last event of its kind due to permit problems so don't miss it. Ph Bob Rees 0428915556 Entry form and information online: <http://vmccwa.com/wp/event/albany-hill-climb-3-4-november-2018/>

**ROARING 20s:** On again for pre31 machines - 6/7 April 2019 – Contact Ken Vincent





For 2019 the VMCCWA Swap Meet will have a slightly different focus with the aim of attracting more public visitors and taking the opportunity to promote the Club, it's services, events and the opportunities for the preservation and sharing of a love of old machines. Accordingly, the emphasis will be on the Classic Display and on informing members of the public about older motorcycles. Of course, the swap meet will be a big part of the day as usual and there will be significant marketing of the event to attract sellers and buyers.



As an initiative to add to the appearance of the display and to provide more information to the public, as well as promote the club, we are asking members willing to display a motorcycle or motorcycles at the Show/Swap Meet to register **asap** with Murray Barnard either by email ([web@vmccwa.com](mailto:web@vmccwa.com)) or by phone (0434215665) advising some details which can be prepared and printed for an individualised display board. After the Show/Swap Meet you can keep the board for subsequent displays. Entry to the Show is free to registered members.

The display board will be laminated and suitable for displaying beside the machine. The display boards will preferably contain information about the machine and some photographs. If you have some old photographs of your actual machine it will be even better. As preparation of the display boards will take time we are asking for members wishing to display their machine/s to advise the following details at a minimum, as soon as possible:

- = Machine Marque
- = Model Name or number
- = Date of Manufacture
- = Cubic Capacity/HP
- = Country of Manufacture
- = Owner's Name
- = Any history of the machine you may have

If you can supply any interesting technical facts about the machine or it's general production history all the better. If you have any photos you would like on the board, please supply some samples. Examples of the intended display boards will be provided at a future monthly meeting. Your help and assistance in making this event a success would be appreciated.

Please get behind this initiative as we want all machines on display to have an information board – *Trevor Stephenson*



## NEWS

Compiled by Murray Barnard

**MEMBERSHIP RENEWALS FOR 2019:** Members are encouraged to renew their membership as soon as possible to avoid a last minute rush at the end of the year. A renewal form is printed on the back of the Chatter mailing slip for print Chatter subscribers. A renewal form is also available online. **Please note:** The membership secretary is still getting membership forms without a self-addressed envelope from those renewing by mail. This also applies to members paying by direct transfer online if they cannot pick up their cards. We have several already from country members so if they want their cards and receipts we need an envelope or a deputy to pick them up. *Mike Blake*

**VACANT POSITIONS:** Help make your Club thrive. Volunteers are sought for the following positions. Please help make a difference: Job descriptions are at <http://vmccwa.com/misc/01.pdf>

Membership Secretary – maintain membership records  
Regalia Officer – maintain club clothing/badges for sale  
Chatter Editor – produce Club Newsletter

**NEW MEMBER APPLICATIONS:** If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

David Hobbs, John Boulter, John Meneghini, Andy Hemus and Robert Havlin

**VALE:** Sad to report that past President and Life Member Ernie Serls has passed away. A private memorial service was held by his family. See a profile on Ern in the Features section of this issue.

**MOTORCYCLE SHOW & SWAP MEET – 2019:** Book it in your calendar now, Club Annual Motorcycle Show & Swap Meet is on 24 March 2019. Lot of work is now going into next year's event to make it bigger and better. Proposals include enhancing the machine display to make it more accessible and informative to the public. Also to have machines running at times to be more than a static display. More information in this Chatter.

**VELOCETTE DISPLAY:** The Velocette Owners Club of WA invite anyone who owns a Velocette to bring it along to their open day on 25 November 2018 where they hope to have on display as many Velocettes as they can, from the early 1920's to 1970. 10.00 to 3.00 Whiteman Park opposite motor museum. There will also be a free sausage sizzle. Enquires Ken Vincent 92932093

**HONORARY MEMBERSHIP: JIM HOWE** - Pal & Panther, now renamed Motorcycle Pitstop has been in Angove Street since 1929. Pal and Panther was established in 1929 by Cyril Collins and in that time has become a familiar landmark to many generations of motorcyclists. Cyril was one of the lucky few to survive in business through the Depression. It was because of the hardships suffered by Cyril at this time that he developed the habit of a lifetime of not throwing anything away regardless of condition. Motor-cycle parts and pushbike bits were stored in old lean-to sheds and in every conceivable corner and shelf in the shop. It was this very collection of cast-offs that proved to be such a boon to Perth's Classic motorcycle buffs.



*Jim Howe on the left, Murray Barnard on the right, 1974 Castrol 3 Hour Production Race, Wanneroo*

Cyril knew that survival through the Depression meant that radical business methods (for the time) were needed and so Cyril developed a core of customers loyal to his shop through the use of credit and pleasant service. Cyril would sell cycles to struggling customers on minimal deposit and small weekly payments. This ensured for Cyril a good reliable turnover of customers and regular work servicing and repairing machines.

Jim Howe is the current proprietor of Pal and Panther having become apprenticed to Cyril in 1952, at the age of fourteen,



after getting sick of school and wanting a job. Jim has a love of motorcycles himself and whilst never a regular rider he has a wealth of knowledge on old British motorcycles and can recognize most parts.

Jim bought the shop from Cyril when he retired and soon expanded the business with the help of his wife, Pat and their two sons Wally and Craig. The old shop has been in Angove St North Perth since 1929 but has had a couple of moves back and forth across the road. In this time Pal & Panther has outlasted every other business in the street, including butcher shops, barbers and a brothel. The old shop was a butcher's shop originally and bike parts were stored in the stables for the horses used to deliver meat. The old shop also proudly displayed the Panther Motorcycles emblem on the shop front. Possibly one of the last shops in the world to do so.

Clearing out the old shop in the late 80s to make way for the new building was like opening Aladdin's cave as old motorcycles were wheeled out into the sunlight. Numerous BSA C11s and the odd A10 and 500 were hauled out from the junk pile along with scores of generators, mudguards, frames

and wheels. An old Moto-Reve v-twin motor was recovered along with many BSA M20 side valve motors and a Panther Model 65 motor and AMC gearbox. There were too many parts to mention but needless to say the clearance of possibly the last storehouse of old British bike parts in Perth was the cause of some hectic buying. Jim has become a fixture in the motorcycle scene, for many years sponsoring road and motocross riders.

No other motorcycle shop running in Perth has such a long history. Pal & Panther has lost some of its old style, charm and chaos but as a pioneer motorcycle shop in Perth it still serves motorcyclists in WA. Jim is no spring chicken and his son Craig runs the shop (now known as Motorcycle Pitstop) but Jim most days can still be found out the back fixing motorcycles. His shop and name would be known to generations of riders in Perth and I feel that it is fitting that his service to the motorcycle community has been recognized and Jim granted Honorary membership of the Club for 12 months and a Certificate of Recognition. Recognizing pioneers of motorcycling in WA is consistent with our object as an Association – *Murray Barnard*

#### MINUTES OF THE VMCCWA MONTHLY MEETING:

5 SEPTEMBER 2018 - Held at Wattle Grove commencing at 8.00pm VICE-PRESIDENT: Barry O'Byrne, SECRETARY: Nic Montagu, COMMITTEE MEMBER: Paul Peghini

MEMBERS ATTENDING: 57 VISITORS: Glenn Kelly, Ken Mackenzie, Gail Connolly, Rhona Finnigan, Steve McEvoy, John Boulter, Norm Rudd, Dan Newbury. MICROPHONE USHER: Chris Whisson. NEW MEMBERS: Rex Edmondson welcomed Rhona Finnigan & Tom Connolly. The following were not present: Jim Howe, Charles William Gilbert, Brian Squires, Michael Appleby.

MINUTES OF PREVIOUS MEETING: Vice-President called for acceptance/dissenters and business arising. Minutes were approved by Harrold Dewar, seconded Paul Peghini.

CORRESPONDENCE: A letter from the Cherrington family, thanking the VMCCWA and Adrian White for kind thoughts. Bunnings Belmont emailed inviting the club to present at the store Father's Day event. Michael Rock notified the club of a planned Easter Weekend 2019 Century of Motorcycles display (1900-2000) this invitation includes a proposed rally from Perth to Donnybrook.

TREASURERS REPORT: Unusual costs this month due to annual fees for insurance and a one off cost for electrical work on the library/parts store. Also some maintenance issues at the unit requiring repairs to the roller door, a new replacement fire extinguisher and the regular bills for Council tax, water rate and electricity. The chatter was a bumper edition for two months with the associated increase in cost. We also had a large order for Regalia in the month. The costs were offset to some extent by members paying their subs early and the income from the sale of spares. We are moving to a new financial software package in future which will hopefully give a better analysis of costs and facilitate a better interface to the auditor. It will be some months before this package comes on stream.

AUGUST			
Payments		Receipt	
Acct	Amt	Acct	Amt
Backup costs	\$516.09	Annual Subs	\$855.00
Chatter costs	\$1,067.28	Bank Interest	\$3.88
Chatter Postage	\$310.68	Raffles	\$60.00
Elec com	\$57.00	Regalia	\$48.00
Insurance	\$880.00	Trading Spares	\$744.00
Library	\$32.90	Backup Fees	\$118.10
others	\$1,981.40		
Raffle Costs	\$160.00		
Rallies & Events	\$127.45		
Regalia	\$698.61		
stat/print/post	\$150.35		
Unit	\$826.55		
<b>Total</b>	<b>\$6,808.31</b>		<b>\$1,828.98</b>

PRESENTATION: Awards presented to Chas Bailey - Parts Store, & Greg Eastwood – ex Treasurer (Not Present) for recognition of their work for the VMCCWA.



EVENTS: Barry O'Byrne: Beverly 2 Day 8<sup>th</sup>-9<sup>th</sup> Sep, Friday Night run 14<sup>th</sup> Sep & Chittering Run 16<sup>th</sup> Sep  
DATING REPORTS - Post 70: Les Vogiatzakis: 1978 Yamaha 500cc, 1972 Ducati 450cc, 1972 Kawasaki Z1 900cc  
MACHINE REGISTRAR: Lat Fuller – The new procedure for machine registration does not require correspondence with the secretary as previously require. The Machine registrar has the ability to check financial status of a member.  
LIBRARIAN: Ken Vincent - A new book: "Classic Motorcycle Electrics".  
SPARES: Chas Bailey – WYSISWYG (what you see is what you get) Short on oil but believes an order has been placed.

CMC Rep. John Moorehead. Change of responsibility proposed for AIS examiners whereby motorcycles manufactured after 1974 must be examined by a DOT licensing station. There is a rumour that this rule may apply to all motorcycles in the future.

CMC meeting in November, the VMCCWA will require 2 representatives to attend with request for Machine Registrar and Machine Inspector or other member as nominated by the committee.

REGALIA: Andrew Hobday. Stock levels low however to reduce the cost of polo shirts the pocket can be omitted in a design to bring the cost from \$30 down to \$25. Regalia items will be advertised in the Chatter.

GENERAL BUSINESS: Chas Bailey suggest the VMCCWA committee ask the CMC to lobby for change of Catastrophic Accident insurance cost be changed from individual motorcycle to single user model. (John Morehead responded to announce that the CMC did actually lobby for this or similar model)

BITS & PIECES: Member asked about a magneto repairer/service in Perth for his BSA M20.

Meeting concluded 8.37pm.

**MINUTES OF THE VMCCWA MONTHLY MEETING - 3rd OCTOBER 2018** - Held at Wattle Grove commencing at 8.00pm

VICE-PRESIDENT: Barry O'Byrne, SECRETARY: Nic Montagu, TREASURER: Jim Douglas

MEMBERS ATTENDING: 44, VISITORS: 3. Ken Mackenzie, Geoff Turle, Mick Byrne, APOLOGIES: - Murray Barnard,

MICROPHONE USHER: Chris Cook

MINUTES OF PREVIOUS MEETING: N/A – Vintage Chatter not published in September.

CORRESPONDENCE: Chelsea Farquhar from Southern Cross Care seeking assistance in providing a sidecar ride opportunity for a dying patient. The passing of Ernest Serls, a life member, in late August. A death notice was published on behalf of all members.

**TREASURERS REPORT:** Very few payments this month and income mainly from members renewal fees. Some regalia sales in the month predominately for the Albany section.

SEPTEMBER			
Payments		Receipt	
Acct	Amt	Acct	Amt
Chatter Postage	\$339.15	Annual Subs	\$1,790.00
		Bank Interest	\$3.76
		Regalia	\$470.00
<b>Total</b>	<b>\$339.15</b>		<b>\$2,263.76</b>



We have been successful in our application to Water Corp for a reduced fee for the Unit. We now pay \$45 every two months instead of \$245. An application to Gosnells Council for similar is in process but less optimistic about a result with that one. We already have a reduced fee from Synergy but recently the government put up the daily charge by a whopping 150%.

EVENTS: Barry O'Byrne: Beverly Run 9<sup>th</sup> Sep, – 6 Bikes, Friday Night run 14<sup>th</sup> Sep, Steve Hills: Cold night, around the Swan River and finished up having a curry. Intend on planning for another run in summer. Chittering Run 16<sup>th</sup> Sep, Well attended, Thanks May Makin for the send off, ended up at Orange Grove for burgers, No pick-ups. Spring Rally. Great day, 3-4 members with Jim Clark's MGB taking an award. Trains were running which was good to see. DGR 30<sup>th</sup> Sep (Distinguished Gentleman's Ride) Steve Hills: Well attended, Chris Davis organised an area for club bikes. A great day and venue with large pub for refreshments.

UPCOMING EVENTS: York TT, 7<sup>th</sup> Oct, John Moorehead: The event originally started as a race to York from Norwood Hotel in the 20's. In the 80's the club organised this as a timed rally of 150miles. Serpentine Fly-in 14<sup>th</sup> Oct, meet at Maddington at 8.30 for a 9.30 departure. Car Boot Sale 21<sup>st</sup> Oct, On again in the Hale Rd, Club rooms. Open to the public. Late announced run, 28<sup>th</sup> Oct, Midland Workshops Display Block 3. Organised by Dave Weeks. 10.00am start. Dam Early Run, 5<sup>th</sup> November, Chas Bailey. Brought forward, Same run as previous years. Mystery Run – 27<sup>th</sup> Oct, Jim Douglas: The event is for the 100<sup>th</sup> birthday celebration for Jim Forster. We will take him out for a bite to eat. Plan to meet at 11-11.30 Details in the next chatter. Community Service ride, possible mid week event late Oct early, Early Nov. Jim Douglas: I am proposing a a mid week ride to a old persons home. Old folks, particularly the ladies get a lot out of seeing the bikes.

DATING REPORTS - Pre 70: Maurice Glasson. 1947 BSA C11 for Jack Sexton, 1942 BSA M20 for Thomas Trollo. Post 70: Les Vogiatzakis: No machines dated.

SPARES: Kieth Weller: All is well, a new order for oil for next month. We have made buckets of various sized bolts & pins for \$5. We have also introduced an Honour tin for biscuits. Thank you for the certificate of appreciation.

CMC Rep.CMC meeting in November, the VMMCWA will require 2 representatives to attend with request for Machine Registrar and Machine Inspector or other member as nominated by the committee.

REGALIA: Andrew Hobday. I am going away mid Oct and will be back in late November 22nd. Steven Hills will Unit property manager for this time.

GENERAL BUSINESS: Chris Davis: Facebook page has a some revised rules and edicts for all users. Post 70's Banner is missing – Has anyone seen it?. P70's had now changed its bank account to a standalone account. A future event called BritFest is being planned for El Caballo as a venue. Steve Hills: At the Post 70's AGM Ian Curtis stood down from his roles. I was nominated as chairman. Chris Davis is carrying on as Treasurer and Secretary.

1914 New Hudson, once owned by a Mr W Forrest. Does anyone know of this motorcycle.

BITS & PIECES: Chris Davis: Areoplate is about to relocate to Maddington and will be closed in the transition.

Meeting concluded 8.44pm





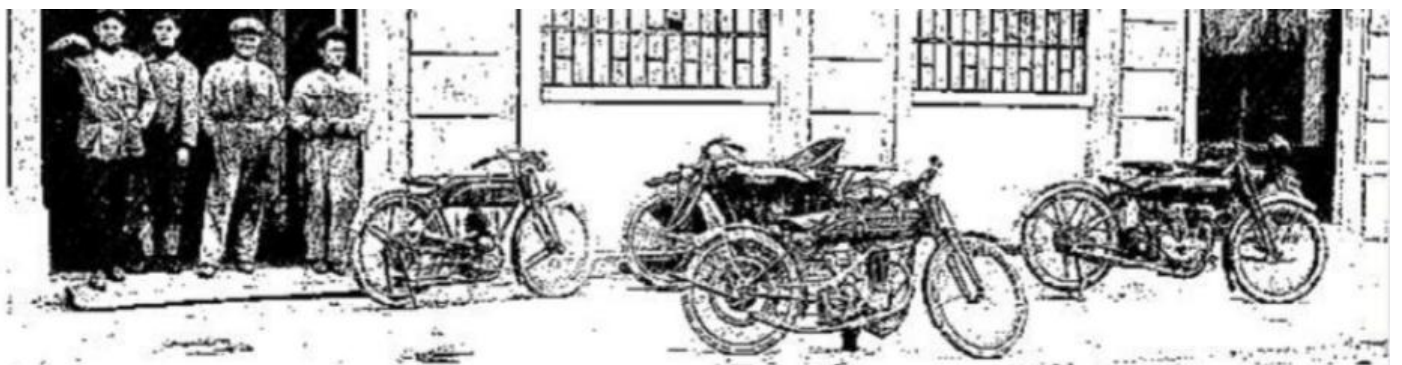
## PAST EVENTS

Compiled by Murray Barnard

**KEITH'S BBQ:** Good turnout for the BBQ lunch and machine display at Keith Wellers late August 18. *Pics by Nic Montagu*













**BEVERLEY RUN:** Ken Vincent reports that only 6 riders attended this pre31 event despite the good weather. Despite the low numbers, members enjoyed the run with only 1 machine breakdown.



**SPRING RALLY:** Paul Spittle attended the Veteran Car Club event held at Castledare. He reported favourably on the friendship, food and model train displays.



**CHITTERING RUN:** Great weather, good mix of bikes and great camaraderie. That is what our club is all about -*Stephen Hills*



**DGR:** Stephen Hills organised a number of members to attend the Distinguished Gentlemen's Run on behalf of the Post 70s Section. They were blessed by fine sunny weather after a very stormy Saturday.





**WA TT: 7 Oct** - A great ride on the WA TT. It was a little cool until the first coffee break, then it turned out to be a perfect day. There was the usual regular faces and a few new members on their first run which was good to see – *Photos by Stephen Hills*  
*Thanks to Barry for organising the run – Ed.*







# ALBANY MATTERS

by Roger Bittner

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events	Trailer Backup
<b>2018</b>		
November 3 <sup>rd</sup>	Vintage & Classic Extravaganza, Stirling Tce	Not a club run
November 4 <sup>th</sup>	Vintage & Classic Hill Climb, Marine Drive	Not a club run
November 11 <sup>th</sup>	Gypsy Tour, BBQ lunch at the Chalet	Required
November 18 <sup>th</sup>	Deceased riders memorial run and BBQ run.	Jack Sexton
December 8 <sup>th</sup>	Salvation Army Charity Run	Not required
December 9 <sup>th</sup>	Christmas tree & BBQ at the Chalet	Required
<b>2019</b>		
January 6 <sup>th</sup>	Vintage & Classic Clubs Bring Your Oldest Bike - Leaving Chester Pass Road information bay at 10 am sharp	Required
January 13 <sup>th</sup>	Flourish Cambodia run	Required
February 10 <sup>th</sup>	Ron & Lynton's run	Required
March 10 <sup>th</sup>	Ed Shekell's run	Bernie Wolfe
April 14 <sup>th</sup>	Jasmine Hoansen's Ship to Shore run	Peter Ogborne
May 12 <sup>th</sup>	Bill Morrell's run	Required
June 9 <sup>th</sup>	Volunteer Required	Required
July 14 <sup>th</sup>	Northy's run	Required
August 11 <sup>th</sup>	Volunteer required	Required
September 8 <sup>th</sup>	Kevin's Spring Rally	Required
October 13 <sup>th</sup>	Richard Turpin's run	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

## VMCC ALBANY SECTION - CLUB RIDE AUGUST 2018

After a week of rough weather in Albany, it was a case of rain, hail and finally shine for our club ride; a poker run, courtesy of Lloyd Elliott. We attracted 17 bikes and their riders, with Jim Robertson volunteering to be back-up, "ably" supported by "moonboot" Shekell. ( Moonboot? – that's what you have to wear when you injure your leg, playing silly buggers on the beach! ) For a change we decided to appoint a road captain (Merv Bailey) to try to keep us together and he set a pace of 80 – 90 kph which was a good compromise speed for the range of bikes and roads we were on. Part 1 was the 50 odd km to Kamballup. All made it except Paul Armstrong's Ariel which got tired near the Porongurups. The back - up boys had to carry it to Kambellup, whereupon it was given a little TLC and a talking to, which convinced it to get down off the trailer and behave itself for the rest of the day. Part 2 leaving Kamballup for Mt. Barker was momentarily delayed as the road captain's bike took off back towards Albany (obviously confused), with Jasmin, on her pocket rocket, in hot pursuit to convince the captain's bike to turn around . The Woogenellup road to Mt Barker is always a great ride, albeit this time into a very cool headwind. Lunch at the Mt Barker bakery went down well and Part 3 consisted of a ride along the lovely Porongurups road to meet the Chester Pass road, then turning south towards Albany. At some point before our stop at Bakers Junction, Robin Webb's Triumph went on strike and both rider and bike became the only permanent guests of the back - up boys. The final meandering leg to the Clubrooms at Little Grove went smoothly. In fact the whole ride went smoothly – even our fellow travellers in cars and trucks seemed to be fore bearing of the slower oldies on the roads. Back at the Clubhouse, a cuppa was the order of the day as Lloyd tallied up the results : Third – Paul Armstrong, Worst hand – Manfred Feichtinger, Best hand – Bob Shanks. There were some very nice prizes supplied by Lloyd for the winners; they were

much appreciated. So was it a good ride? I'm sure I can speak for everyone on the ride that it was! The great weather, Lloyd's organization, varied stages in the ride and, of course, great camaraderie. *Bernie*

### SEPTEMBER CLUB RIDE 2018 SPRING RALLY – organised by Kevin Palfrey

This ride was a time trial with 4 segments, with riders hoping to match their ride times with Kevin's times. The weather treated us kindly and we attracted 15 bikes that took off at 1 minute intervals for stage 1, ending at Elleker Store. Everything was proceeding quite nicely when Bill Morrell's outfit, while turning left off South Coast Highway, got it's knickers in a knot, and grabbing the bit between it's teeth, proceeded to sweep Bill across the bows of a very surprised car driver, obviously intent on giving Itself and Bill a bath in the water-filled roadside ditch! It nearly succeeded, but after a determined shove back onto the road it was told who was the boss and it behaved itself for the rest of the day. Stage 1 ended with a cuppa at the Elleker Store where we were surprised to be joined by a group of touring motorcycles and then by members of the Albany Vintage and Classic Motorcycle Club who were also out for a ride; about 40 bikes – great! An outbreak of camaraderie ensued! Keeping record of our own stop / start times, we all took off for the 2<sup>nd</sup> stage to the windfarm via the twisty roads of Robinson and the sweeping climbs and dips of Princess Rd on the way. Well everyone except Evelyn whose Fly 150 seemed to want to explore alternate routes on the way but soon got the idea to follow the mob! Stage 3 was back down the Princess Rd sweepers and out to the Quaranup Point carpark, overlooking the spectacular scenery of King George Sound. A few guys were checking if there were any white pointers hanging out near the beach below; there might be come summer! The ride concluded with stage 4 at the clubroom for a BYO lunch / bbq and lots of socializing that came to an end about 2pm. Rally winner to be announced at October club meeting. So our thanks to Kevin for organizing the Spring Rally and thank you to Dennis and Maureen for the back – up; once again, thankfully, without any customers.

On a different note, one of our members, Trevor Laurance and his wife Sandra have opted to take up citizenship of Van Diemen's land as of this month and all the members here wish them a long and happy life; in Tasmania – *Bernie*

### SECRETARY'S REPORT:

Members please please note. From October on our last coffee run of each month will be to will be to Cosy Corner. The Deceased Riders Memorial Run will end at The Chalet Clubhouse from now on. As voted for at the September general meeting. Notes on the Perth members Gypsy Run: They will be commencing a run from the Denmark Rivermouth Caravan Park at 10-30am Sat the 10<sup>th</sup> Nov, Albany section members are invited to join them on the run, for more details contact the Albany section secretary. On Sunday 11<sup>th</sup> we will be meeting them for a club run. We start at the usual time from the Old Gaol. Because we will be putting on a BBQ at the Chalet members need to notify Paul of their attendance so we can cater for them. No notification, no food! Kevins Spring Rally winners results: Joint first place, Barry Lambert and Bill Morrell. 2nd place, Evie Bittner. Thank you to Kevin for putting on an excellent run once again. *Roger Bittner*

**JASMINE'S RIDERS PROFILE:** First bike owned and ridden was a 1960 Bianchi 50cc (3V) when she was 14-15. Three favourite bikes Jasmine has owned are a 1953 AJS 18s 500cc, a 2010 Kawasaki Ninja 250R and a 1970 Honda CB125. She would like to own an AJS 7R (the most sensuous thing made of magnesium and steel). The bike she has owned the longest is the AJS 18S, 3 years. Her favourite motorcycle ride is - Adelaide River; Mount Bundy Station, 200 miles round trip through some of the most beautiful country in Australia. Jasmine's reason for joining the VMCC, "I wanted to have a club full of people, my age (circa) who I could relate to and go on rides with (motorcycle rides that is)." Thanks Jasmine.



## POST 70 SECTION

**Please note:** Stephen Hills is now Chair of the section. Stephen is also Events Coordinator for the Post70 Section. Chris Davis is continuing as Treasurer & Secretary. Ian Curtis was thanked for his hard work and dedication to the Post 70's Section. - *Ed*

**Friday Night Curry Run:** Although it was a very cool night it was well attended. The ride around the leafy suburbs was enjoyable as was the warming curry at the end. I hope to organise a similar event early in the new year. Of course this will be open to all Club members.

**The Chattering Run:** This was also well attended. The weather was exceptional and it was very nice to have May Makin start the event due to her long standing commitment to this event. A very good time was had by all. I was driving the backup vehicle and there were no major incidents to report.

**The Distinguished Gentleman's Ride (DGR):** Although this was not an official Club event, it was well attended by Club members and many thanks to Chris Davis for organizing an area for us to assemble our Gazebo and display our bikes. It was nice for the Club to be acknowledged by the organisers at the pre ride briefing. I will endeavor to make this an official Club run next year. I have sent a letter on behalf of the VMCCWA thanking them for accommodating our club at this event. – *Stephen Hills*





Been a busy month traveling to UK for a wedding. Of course, I had to sneak some motorcycles in there somehow. First stop was Llangollen a picturesque village in the Berwyn Mountains on the River Dee near the border with England. Ruins of a 12thC castle soar over the town and the substantial remains of Valle Crucis are nearby, a monastery destroyed by Henry VIII in the 16thC. More importantly Llangollen is home to a family owned Motor Museum with quite a few motorcycles included.



The Museum is stacked with memorabilia and has a nice collection of machines on display. Most of the motorbikes are old British bikes, for example Norton, Triumph, Ariel, Sunbeam, DOT, Royal Enfield, Velocette, Neracar and B.S.A. to name but a few. The Motor Museum also has a rather special New Imperial Motor Cycle on display. This particular New Imperial model, sports the registration number "VN 8255" which would indicate its origin as being first registered in Yorkshire. It is a 250cc single cylinder machine manufactured in 1935 and retailing in that year for the princely sum of £35-15s. There is a big pile of used and NOS parts



in the museum but I found nothing that would suit me. The founder of the museum passed away in 2016 and the museum is showing signs of decay. If you want to see it I suggest you go soon.

Next stop was Berlin where I enjoyed several outings on Suzuki triples with the local Water Buffalo Club courtesy of an old friend and keen GT750 Suzuki racer and collector, Martin Krause. Other than the occasional very old cobblestone road (which are very rough), East German roads are very good, clean and not too busy. Martin took me to several Biker Cafes in the country outside of Berlin which were packed with new and old machines. In summer the bike scene is very alive, in Winter it can be 20 below and snowing. Bikes are a definite no no then!



Anyone looking for an exact replica of Mike Hailwood's 1978 TT winning Ducati need only visit Nannup and Brook Henry's workshop. Brook Henry has acquired the original casting patterns and factory drawings so has built, for the first time in 40 years, the special Ducati race engine identical to Mike's. A cool \$200,000 will get you one, maybe, only 12 replicas will be made. Good to see such engineering excellence in motorcycling happening in Western Australia.







Richard in younger days with his temperamental Yamaha 360. More tales about this beast to come in future edition.



Couple of jokes from Richard:

A cop spots a car weaving all over the place driving down the freeway so he puts on his siren and gets alongside. Notices the woman driver is knitting. "Pull over!" he shouts. "No" says the woman... "it's a scarf...."

A Scotsman and his wife walked past a swanky new restaurant. "Did you smell that food?" she asked. "It smells absolutely incredible!" Being a 'kind-hearted Scotsman', he thought, "What the heck..., I'll treat her!" So, they walked past it again...

A three year old boy was examining his testicles while taking a bath. "Mum" he asked, "are these my brains?" "Not yet", she replied.....

Last night I reached for my liquid Viagra and accidentally swigged from a bottle of Liquid Paper. I woke up this morning with a huge correction.

My girlfriend said she was leaving me due to my obsession with the 60's group The Monkees. I thought she was joking - and then I saw her face...

An old nun, who was living in a convent next to a construction site, noticed the coarse language of the workers and decided to spend some time with them to correct their ways. And so, she decided she would take her lunch and sit with the workers.

She put her sandwich in a brown bag and walked over to the spot where the men were eating. Sporting a big smile, she walked up to the group and asked: "And, do you men know Jesus Christ?" They shook their heads and looked at each other, very confused. One of the workers looked up into the steelworks and yelled out, "Anybody up there know Jesus Christ?" One of the steelworkers yelled down, "Why?" The worker yelled back, "Cause his mom's here with his lunch."

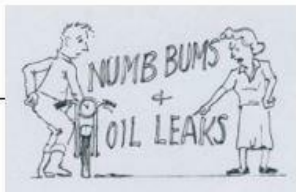
The banker saw his old friend Tom, an 80-year old rancher, in town. Tom had lost his wife a year or so before and rumor had it that he was marrying a 'mail order' bride. Being a good friend, the banker asked Tom if the rumor was true. Tom assured him that it was. The banker then asked Tom the age of his new bride to be. Tom proudly said, 'She'll be 21 in November.'

Now the banker, being the wise man that he was, could see that the sexual appetite of a young woman could not be satisfied by an 80-year-old man. Wanting his old friend's remaining years to be happy, the banker tactfully suggested that Tom should consider getting a hired hand to help him out on the ranch, knowing nature would take its own course.

Tom thought this was a good idea and said he would look for one that afternoon. About four months later, the banker ran into Tom in town again...'How's the new wife?', asked the banker. Tom proudly said, 'Good - she's pregnant.'

The banker, happy that his sage advice had worked out, continued, 'And how's the hired hand?' Without hesitating, Tom said, 'She's pregnant too.'





## NUMB BUMS & OIL LEAKS

by Adrian White

**HELP NEEDED!** We've had a bit of fun with this column and some very nice feedback so it would be nice to keep it going but we need your stories. In a club as big as ours there must be truly hundreds of tales of motorcycle related and life tales, some believable, some not, so please, let's hear from you. If you don't enjoy writing, jot down some notes or phone me, 9294 2495 and either way I'll do my best. Of course if you fancy yourself as a bit of a scribe now is your chance to shine! *Cheers, Adrian White, #309f 9294 2495, 0438 33 55 63.*

**WELFARE CHECK!** Also, please don't forget I can only be an effective Welfare Officer if you guys keep me informed, don't assume I've already been told, but phone me, it only takes a minute and judging by the feedback, people really do appreciate a gasket when they're a bit down and out of circulation.

**CLOSE CALL:** I felt I could almost read her mind as I stood watching her brand new shiny blue Mazda arrive at the Oxford Street intersection, a quick glance right, all clear, look left and she couldn't miss the middle aged Suzuki 1100 carrying two guys wearing loud construction site flouro. "Only a motorbike" she might have thought, "they'll give way" and as she sped out, they did, the rider was right on it and the big Suzi squatted down and lost speed commendably quickly. Probably a bit of muttering in the helmet, down a few gears and off after the lovely new shiny blue Mazda and

from then on you could have thought a rum-soaked Jamaican steel band was playing as steel capped boots marked their wearer's displeasure on the hapless Mazda all the way up the street. I wonder still how she explained the damage.

**LIVE:** The first live telecast of a motor race in Australia happened in Perth on May 21, 1960. Despite the spectacular action such events offered, the A.J.S. Club's Scramble at Herne Hill might seem an odd choice for such an important national media milestone. There was sound reasoning behind the decision. The good folk at the A.B.C. in Adelaide Terrace had received a truckload of clever new outside broadcast equipment to be used at the 1962 Commonwealth Games and needed to learn how to use it.

**QUANDARY:** This is of no importance but it's a bit weird so try it.

Take your age in years.	77
Take your birth year.	1941
Add together.	2018

Another at random.	52
	1966
	2018

Seems to work every time, any leap year births out there?  
You figure it out.



## FEATURES

Compiled by Murray Barnard

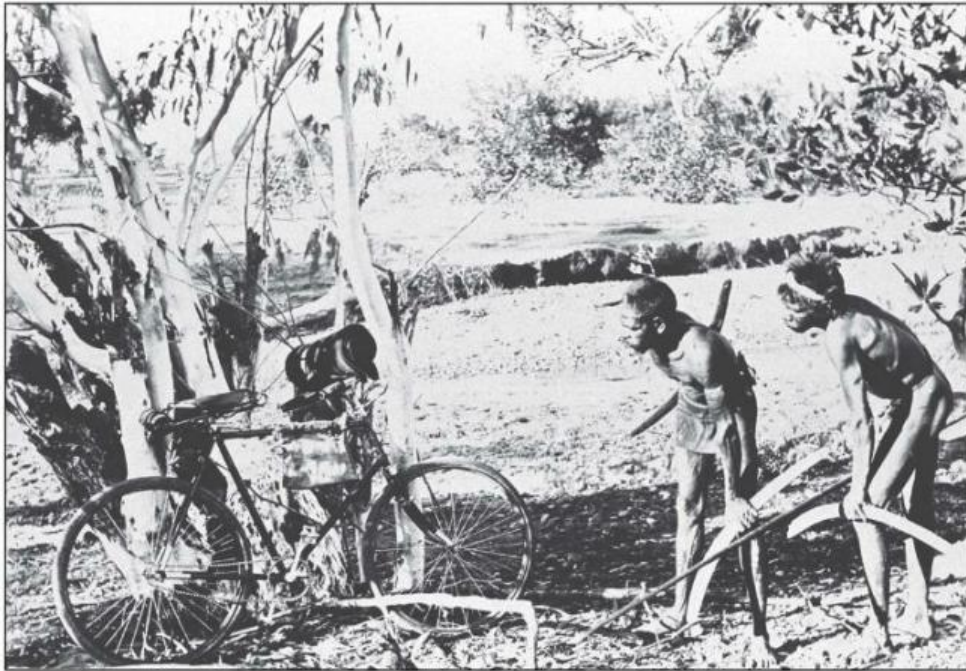
**ACROSS AUSTRALIA IN 1897:** Bert (1872-1950) and Fred James (1868-1945) were born into a wealthy Melbourne family (who had benefitted from some Bendigo mines) and were well-known members of the Melbourne Rowing Club. In 1896, whether for adventure or for gold, they headed to Western Australia to look for fortune in the Murchison goldfields. After 12 months of hardship, hard work, dust and flies and no luck, they decided to return home by bicycle. A choice which doesn't sound strange these days but back then had been achieved only once, in December 1896 when Arthur Richardson followed the overland telegraph route in 31 days from Coolgardie to Adelaide. Carrying only a small repair kit and water bag, Richardson slogged through sandhills, baked in extreme temperatures, travelled more than 350km without seeing another human being and had been blinded by sandstorms. His least favourite part was the 39km of sand-hills west of Madura station. This was the worst he would experience in Australia.

Bicycles were prized items at the time when travel was at the speed of a camel or a horse. They also didn't require feeding and watering in remote areas. At this time they also came to be seen as 'colonising vehicles' that could be put to the collective project of 'conquering' the continent.

Bert & Fred departed Mt Magnet on the 17<sup>th</sup> of August 1897 with a puncture repair kit & a billy can. Their route was via Lawler's, Menzies, Kalgoorlie and Coolgardie, using existing camel tracks and planning on 90 miles a day. At one stage they got lost and



pedalled for 22 hours in the wrong direction before returning to get water. From Coolgardie they went on to Norseman and headed East for Eucla. Tracks from then on were less well trodden and stations en-route were few and far between. Often riding was impossible and they had to push their bikes through sand and rough limestone. Near Mundrabilla Station just across the South Australian border, an Aboriginal man and woman rolled on the ground and 'roared with laughter' at the sight of the two men on wheels, their first sight of such a strange machine. Making Port Augusta the brothers had an easier time riding though more settled areas via Beachport and Mt Gambier to Geelong, arriving on the 2nd of October 1897, 4093km after commencing their ride, to be met by their brothers. They had averaged 105km a day. They were cheered as they rode through Melbourne. According to a Dunlop publicist, they had managed the journey without a single puncture but, in Victoria, they had broken one spoke.



Both Bert and Fred enlisted for the Boer War, with the Victorian Bushmen. Upon their return home to Melbourne, they found a world being transformed by motor vehicles. Motorcycles were still little more than bicycles with a small unreliable, complex motor

with no brakes and little comfort but compared to horse drawn traffic were fast and nimble. Bert was one of 15 motorcyclist who entered the Dunlop 1905 Reliability Trial from Sydney to Melbourne. A wealthy Sydney motorcycle importer, A.E. Kemsley, offered a cup to the winner of "any motorcyclists rash enough to attempt the journey on their motorised bone shakers".

When Dunlop announced the 1905 Reliability Trial would finish in their home town of Melbourne, with all Victorian competitors and their machines being shipped north to Sydney for the start, Bert was first among the 15 motorcyclists to take up the challenge. The prize at stake was the Buchanan Cup, which eventually became known as the Dunlop Cup. Five days of bone shaking riding, falls, breakdowns, dust and road hazards later, nine competitors including two motorcycles reached Melbourne on equal points. To break the tie, Dunlop organised a non-stop return run to Ballarat, setting such a tight time schedule to ensure they came up with a winner. The *Sydney Morning Herald* reported: "The Kemsley Cup was contested by B. James, the interstate oarsman, (1¾hp Minerva) and V.H. Gard (3½hp Brown). James won with comparative ease, riding in over 30 minutes ahead of Gard." James, 32, and Gard, 21, were actually half-brothers. Bert's Minerva was the least expensive and least powerful motorcycle in the event, but also one of the lightest – which was a great advantage when crossing the many creeks and muddy gullies along the route. His initials B.J. were prominent on the engine casting.

More links to this story were to come with the second Dunlop Reliability Trial in 1905, which started in and returned to Melbourne. Improbable as it may seem, it was Freddie James, Bert's 35-year-old brother and transcontinental companion, who was declared the winner. And on that note the known link of Bert and Fred James to our motorcycling heritage and Western Australia ends.  
*Murray Barnard*

**THE TERROR:** *From the Bendigo Advertiser Nov 1896.* A new terror is to be added to our thoroughfares. This is to take the shape of a motorcycle, to be worked by oil and to be capable of a record pace. It is to be provided also with pedals so that the rider can first take his fill of exercise, then shift his feet from the pedals and enjoy all the pleasures of rapid locomotion. Nor is this all, the motor bicycle is to be built for either one of two passengers, to be followed by the motor tricycle, on which three people may find comfortable seats. The thoroughfares are dangerous enough as it is what, with trams and other conveyances and with bicycles shooting sharply round corners without even that pre-emptory tinkle of the bell that is popularly supposed to be one of the regulations for cycle traffic. But what will they be with the motorcycles. Then again, "horrors are likely to be piled on horrors' head" by the appearance of the electric motor, which is gaining so much popularity in the old country, but, thank heaven! it requires the passing of an Act of Parliament before these can be used on our public roads, and Parliament is not likely to enter on the consideration of fresh legislation for a long time to come. For which relief much!

**ERNIE SERLS:** *Sadly we recently lost a long and hard working member, past President and Life Member, Ernie Serls. Here is his story in his own words, reprinted courtesy of Adrian White:*

I was born on 4/10/29 just as the world was slipping into the Great Depression. At that age this was not of great personal consequences although by 1934 I was aware that my father went away periodically to work on Government jobs. I was introduced to motorcycles around 1936 when my father bought a Douglas of doubtful mechanical condition on which I would occasionally ride pillion. In 1938 my father announced he was buying a new motorcycle and as I was by now an "expert" I told him he should get a DKW. This he denounced as a German machine and we had to "buy British" and promptly bought a WOLF two stroke. He also added that we wouldn't get parts if the threatened war started. As it was the Luftwaffe saw to it that British parts weren't available anyway when they flattened the WOLF motorcycle factory during air raids.

I was attending Como State School when war broke out and went to Kent Street High School in 1941 and set to work digging slit trenches on the school grounds as air raid precautions. This was a great start to an education. Teachers did not rank me as nuclear science material, for good reason, and I next went to Perth Technical College in St Georges Terrace where I went through the vocational stream. This ended in 1943 and when I turned 14, I registered for employment under the wartime regulations in force at the time, and assigned to a firm in West Perth doing war work. I started in what is known as Corrosion Engineering (electroplating and metal finishing) and offered an apprenticeship at the end of 1944. As a 5 year apprenticeship this was completed in 1950. At the end of the war I bought a James model ML (ex army model) as the firm moved to Welshpool and I needed transport from Como. I got my license on my 17th birthday, which led the police to observe I was not wasting time about getting killed like many others at that time.

In 1950 the James finally expired and I bought a Triumph Twin. I had joined the AJS motorcycle club earlier but on my apprentice wages, lack of resources and skill did not make for competitive riding. I remained with that club until I got married. In 1951 I met my future wife (Phyllis) whilst at Floreat Beach. We both worked at Welshpool and I gave her a lift home from the beach. As housing was extremely tight at the time we decided to build a house before getting married. We still occupy that house today 50 years on. With work promotion and family responsibilities increasing, motorcycles had to take a back seat for a while.

It became apparent that with lack of education, upward mobility would be slow, so a decision was made to return to study. This occurred in 1955 and I stayed in part-time study for the next 25 years. In that time I completed two degree level TAFE Associateships, Postgraduate studies in Education Administration and a Masters Degree in Business (Education Administration) from Curtin. These latter studies resulted from a Menzies Government decision in 1959/60 to impose a credit squeeze on the



economy. This gave true meaning to the term “business cycle” that I had been learning in Economics classes at College. The reason was, that the economy was overheating and out of control making consumer goods, and ignoring power, roads, dams, railways and hospitals. So what’s new? I changed jobs and became Production Manager for an East Perth firm making electrical gear. I was approached to apply for a TAFE lecturing position at Fremantle Technical School which I took up in 1964. Subsequently I saw TAFE service in Perth, Albany, Claremont, Head Office Rockingham, Perth again until I was assigned to Midland College in 1983. This was a new college where I became the Principal and after a restructure of the TAFE Division, the Director - a position I held until I retired in 1994 at 65 years of age.

My interest in motorcycling after my marriage was revived by two things. The first was attending a demonstration by Sammy Miller of trials riding where I met again some of my old friends from the AJS club. The second influence was dealers throwing away British motorcycles in the late 50’s. I gave a home to a lot of dismembered bits and pieces because I hated to see the disregard for beautiful machinery. I rejoined the AJS club and served as the Secretary/Treasurer for 11 years. During that time I was involved in the securing of a long term lease of 20.25 hectares of land at Wanneroo and its subsequent development as a motocross circuit complete with power, water, WC toilets, kitchen and comforts of home. I was awarded life membership of that club for “services rendered”.

My involvement with the VMCC started when I donated some parts that were deteriorating in my fowl house to the fledgling club. I joined soon after this and took an interest in club affairs whenever I saw that club needed assistance. I became more involved as time passes, serving in a number of capacities such as machine examiner, Committee member, President (2 terms) Past President, & Vice-President.

Over the years I have been active in other motorcycle affairs. Whilst in the AJS club I served as Delegate for the Albany Motorcycle Club and deputy delegate for the AJS club with the West Australian Motorcycling Association. This service was recognised by the award of the Castrol Trophy in 1982, “for services to Motorcycling in WA”. This included representing this body on the Off-Road Vehicle Committee which was set up under statute to counter complaints from the public of the activities of Trail Bike riders. These activities were a threat to all clubs. Negative responses still persist in the attitudes shown by some local authorities whenever the term “motorcycles” is mentioned.

There are some in the club who may wonder at my choice of ARIEL motorcycles. It just so happened that a lot of the parts I collected were ARIEL and I was impressed by designer Val Page’s ingenuity in making so many interchangeable components for so many different models. So far as I am concerned motorcycles are motorcycles and as long as they at least two wheels and I am able to ride them I guess that is what I will do as long as I am able. People could do a lot worse than ride ARIELS - *Ernie Serls*

--O--

It’s very easy for me when club members write their own “Profile”, but a couple of disadvantages do arise. The innate modesty of people seems to brush over quite significant achievements - for example, quoting Ern “we decided to build a house” didn’t mean the usual contract with a builder and numerous tradesmen, it meant Ern sharpened up his saws and chisels and built the house himself, taking two years to complete the task. A less fond memory originates during his working at Corrosion Engineering. His task was to tin plate 340,000 gross (!!) four inch brass wood screws destined for use in hardwood patrol boats being built at Herrison Island. The tin acted as a lubricant into the hard timber. Ern still turns pale at the sight of four inch brass screws! Several of the TAFE colleges Ern served in were new, with all the good and bad that goes with a major new enterprise. As senior master he was regularly confronted with pupils who’s attitude and behaviour was dreadful, but Ern always regarded terminating said pupil as absolutely last resort and organised what is probably best termed a tribunal to give these often unfortunate kids every chance. This would have been “cutting edge” thinking in that era and no doubt there are folk out there still better off for Ern’s progressive thinking. Then, as now, country towns were losing valued young people to the lure of the city. Ern recognised perhaps the major reason for this. Apart from the obvious social reasons, largely nullified by modern transport and roads, students at year 10 had often little idea of what career choices existed locally, little idea of their own aptitude and little idea how to capitalise career-wise on their talents. Beginning in Rockingham, in 1980, Ern instigated courses for these students and what would now be called “Vocational Guidance” spread throughout the wheatbelt, to the benefit of students, families and towns. This remains perhaps his most satisfying achievement.

Approach a check point on the Busselton Two Day and the guy who comes from the yellow van to record your time is Ern. Go to any General Meeting and you’ll often hear Ern on a point of order - he’s a stickler for proper procedure. Attend a management committee meeting and he’s there too, often writing a water-tight motion for the committee to move on which satisfies the legal, factual and the spirit of the motion to be put. He’s good at this. At the same meeting it’s noted the Club is approaching its thirtieth anniversary and several suggestions arose as how best to commemorate this milestone. Dinner with a few extras seems to be the general opinion but it’s Ern (and Weeksy) who put their hands up to do the real work and organise everything.

Thank you for your work, Ern. Clubs couldn’t survive without people like you! – *Adrian White*

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## CLASSIFIEDS

*All ads will run for maximum of 3 months. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)*

### FOR SALE:

**New Ads: 1955 B.S.A. 500CC CB GOLD STAR**, Has TT Magneto and 10TT Carburettor. Reliable bike, good condition. Easy starter, runs well. Club licensed. \$25,000, Stan 0408 909 915.

**1970 BMW R75 /5** Original tool box and tyre pump. Near new tyres and battery VGC, con lic to Dec \$7500 Located Albany Jim 0418200992

**1984 BMW R65** in excellent original condition. Club registered \$5700 Manfred 0407 009 283 Albany



### Relisted

**PENRITE OILS** – various grades available from the Parts Store. Club price is exceptional value. See Keith or Chas

**YAMAHA 1985 FJ1100** Full Rego Runs very good. Straight bike, new starter motor, front master cylinder and front tyre. \$2500 Albany Ph. Ed Shekell 0427099356

### WANTED:

**New: BAKER SADDLE FUEL TANK** suit the BAKER m/c I am restoring .A late 1920 ,30 would suit . The BAKER is a two stroke Villiers motor with oil tank under the seat .Any leads on a tank or you may have one, contact Jim 0418200992

### BSA A65 BARREL TO SUIT 1970 TO 1972

**MODELS.** Identifiable by the cutaways on the lower barrel fin for access to stud nuts. Earlier models do not have this and will not fit the late models. Any engine bits for these models would be good. A Hi tone Clearhooter horn and Amber Lucas reflectors as fitted to 1970 R3, Trident, Bonnie and Lightning are on the wish list also. Mike Hesford [mikehesford@westnet.com.au](mailto:mikehesford@westnet.com.au) 0428881018

### Relisted

**1973 SUZUKI 250 K GT OR 1971 YAMAHA YAS 1**, Ian Janssen, 0408 221 993 work 9250 1993 or [ianj@waynehipps.com.au](mailto:ianj@waynehipps.com.au)

### SERVICES:

**New: SMALL ENGINEERING JOBS:** undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333.

### Expired ads (if not renewed will be deleted):

**SPOKE WHEEL SERVICES.** Motorcycle wheel building specialists. New spokes sets made to suit. New rims supplied, steel and alloy. New tyres and tubes for the older bikes. Unit 1 / 5 Fonts Place Embleton. (08 9377 0175) Brian Morgan. #959.

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or reboring and resleeving. North of the River. Don Price 9304 3807

**PETER SCOTT MOTORCYCLES** - Quality Magneto Services: Magneto & Dynamo Repairs 5 year warranty on coil, 1 year on labour. Coils rewound, exchange armatures, spares supplied for most common types. Magneto parts taken in part exchange. C.O.D. (02) 9624 1262, #756 Email: [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

**ABRASIVE BLAST CLEANING:** (Glass Bead and Water) Nonabrasive cleaning of aluminium and engine components prior to assembly. All jobs individually blast cleaned. Roger Bowen 0438 945 403

**WELDING REPAIRS:** Frames straightened and re tubed, girder forks straightened/retubed, tele fork legs

straightened. Cast iron fins repaired & general welding repairs Kevin 93992802

### VINTAGE STEEL-MUDGUARDS AND

**FENDERS** -Vintage motorcycle mudguards made to order, [www.vintagesteel.com.au](http://www.vintagesteel.com.au). Made to original spec or custom rolled. AISI to Zenith, 1900 to modern, specializing in the rarest pre-war bikes. Patterns and dies for hundreds of guards and valances. Cold rolled steel guards are standard; aluminium and copper by special order. Free delivery for club members. Michael Rock 0437 999 009 [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au) or Andrew Repton 0409 371001 [andrew@vintagesteel.com.au](mailto:andrew@vintagesteel.com.au)

### OLD SCHOOL MOTORCYCLE SERVICES &

**REPAIR:** Same day servicing, restoration work, porting of cylinder heads, suspension work, special engine rebuilds, winter projects, pick up and delivery in the Perth Metro Area (small fee applies). John Whittington - Unit 4/3 Marchant Way, Morley WA 6062 Ph: 0411636371 [johnosmsr@gmail.com](mailto:johnosmsr@gmail.com)

### CUSTOM BIKE ELECTRICS RESTORATIONS:

Motorcycle electrical diagnostics and repairs. Restorations, charging systems. Joel 0407 771 057, Ph. 9354 2270, 2/5-7 Kembla Way Willeton 6155

### MURRAY CANN ELECTRONIC SERVICES:

Repairs and Service to most electronics, TVs, PVRs, VCRs, DVDs etc. Murray 94452492 or 0409379547 [murray.cann@iinet.net.au](mailto:murray.cann@iinet.net.au)

### ALUMINUM POLISHING

- engine, clutch, alternator covers polished back to new. Paul 94146221 or 0415700015, #139

### BSA GOLD STAR, B31/33 gaskets &parts:

Sets & single gaskets, 190 mm brake plates (bare), rubbers & small parts. Decompression plates for 500 GS. BSA Sloper 500 cc parts: Head & gearbox gaskets, valve / brake pedal springs. Weeksy (#626) 043999 1584

**MOULDS** to make foot boards for veteran and vintage motor cycles. Loan only with a \$50.00 deposit for use Jeff, 0456 057 239



Bin	BSA M.20 PARTS - AT SWAP-MEET PRICES (Note this is a paid insert)	Price	Bin	FROM THE "BIKE BUNKER" BUSSELTON - PH: TERRY GERMAIN 0448 313 171 DAY TIME.	Price
SH	Air Intake Elbows, i.e. Carby to Side Mounted Air Filter	\$20.00 each	29	Front Engine Plate Bolts, with threaded cable guide on end as new, with nut (2)	\$12.00 each
3	Battery Carrier Backing Plate - Original (4)	\$10.00 each	112	Front Fork Brake Rod Guide Tubes ( 2 only)	\$10.00 each
F	"Bottom End" No: XM. 20 6166 - with Barrel	\$50.00	20	Front Fork Bush & Oil Seal Set - Brand New	\$50.00 set
4	Brake & Clutch Cable Adjusters - S/H - Good - (5)	\$4.00 each	21	Front Fork Clips for the above bushes (2)	\$2.00 each
5	Brake Pedal Return Springs, new (8)	\$10.00 each	41	Gear Box & or Chain Adjusting Bolts & Fitting - 16 items	\$20.00 the lot
7	Cam Followers (14)	\$20.00 each	37	Gear Lever Rubbers - "NEW"	\$8.00 each
SH	Cam Pinions (1 pair) new, in remains of box labelled "from BSA motorcycles 1956"	\$50.00	49	Girder Fork Damper Intermediate Plates, Pear Shaped, Flat (4)	\$8.00 each
81	Cams - Timing Pinions (20)	\$20.00 each	49	Girder Fork Damper Side Plates, Pear Shaped, Cranked (4)	\$10.00 each
SH	Cap, Petrol Tank, Push-Turn, chromed (4) - AS NEW	\$55.00	114A	Girder Fork Upper Through bolts, 5 1/2 inch (6 only)	\$4.00 each
63	Caps, - Misc. (19) Tappet Covers, Plunger Top, Fork Top etc.	\$20.00 the lot	37	Handle Bar Rubbers - 1 pair	\$28.00 pair
8	Caps, Oil Tank, Small as in A10 - New (4)	\$25.00 each	22	Handle Bar Clamp Bolts S/H - Good- need chroming (10)	\$4.00 each
8	Caps, Oil Tank, Small as in A10 - S/H (2)	\$8.00 each	42	Head Light, Pre Focus Bulb Holders (10)	\$2.00 each
10	Carbi Spacer, Longer Type, 1 3/4 inch, Alli, Blank, - NEW	\$10.00	23	Headlight Bulb Holders - Early double clip type (4)	\$10.00 each
10	Carbi Spacers (3) - Alli, 15mm Wide	\$4.00 each	25	Knee Pads - NEW- BSA Motif	\$40.00 Pair
10	Carbi Spacers - Box of Eleven	\$12.00 the lot	25	Knee Pad Plates (4)	\$10.00 Pair
9	Carbi Studs, Long, suit Spacers (1 pair)	\$8.00 pair	30	Mag Dyno Straps, pairs - Good (7)	\$25.00 pair
SH	Centre Stand with bush	\$10.00	69	Magneto Drive Pinions (8)	\$8.00 each
62	Clutch Actuating Levers, 1938 to 1940 - Upright	\$10.00 each	34	Oil Control Ball & Spring, with Hollow Nut (4 only)	\$6.00 each
12	Clutch Centre Nuts, Bell Shaped & D. Shaped - 2 only	\$10.00 each	35	Oil Control Nipples, Timing Side,	\$6.00 each
113	Clutch Centres - Good - 5 Stud (4)	\$6.00 each	21	Oil Pipe Connectors, inlet & outlet (12) - Bottom of C/Case R/H	\$4.00 each
19	Clutch Cover, Top Hat Shape "NEW" with Cork Gasket	\$60.00	68	Oil Pump Drive Shaft Locating Pin (4)	\$8.00 each
SH	Clutch Cover, Top Hat Shape S/H V.G.C.	\$40.00	68	Oil Pump Drive Shafts - Good (6)	\$10.00 each
13	Clutch Outer Pressure Plate - 5 Hole	\$8.00	SH	Oil Pump Gasket, Paper (1 only NEW + 4 S/H),	\$2.00 each
13	Clutch Sleeve Plate - Thick Back Plate (4)	\$20.00 each	32	Oil Pump Parts, bodies, plates, gears & Bolts	P.O.A.
SH	Con Rods - Good Condition - 3 only	\$10.00 each	32	Oil Pumps, as is - good (4)	\$25.00 each
61	Cotter Pins - Box of 20	\$10.00 the lot	33	Oil Seal Rubber rings, - New (6 pairs)	\$15.00 pair
F	Crank Assembly No: 66-610 with Conrod - Very good - clean	\$50.00	37	Pedal Rubbers, Kick Start, "NEW" 1 Pair	\$10.00 pair
F	Crank Assembly No: 66-935 - with conrod - O.K. Condition	\$50.00	43	Pillion Foot Rests, Miscellaneous - 10 items	\$10.00 the lot
SH	Crank Case Half, L/H No: WM.20 2082 - Good Clean	\$20.00	38	Pillion Spring & Brackets, -Box of 21 Items (2)	\$20.00 the lot
SH	Crank Case Half, L/H No: ZM.20 1887 - Good	\$40.00	SH	Plates, Front, M.21 Engine to Frame (6 only)	\$20.00 pair
FL	Crank Case Pair, Z M20 4500 1950	\$60.00	SH	Plates, G/Box to Engine - 2 pairs	\$30.00 pair
F	Cylinder Barrel - with valves & springs - painted Red - no damage	\$40.00	40	Primary Chain Case Filler/Inspection Caps, - A/Market, NEW, (4)	\$10.00 each
F	Cylinder Barrels V.G.C. - no rust, no damage (4)	\$50.00 each	SH	Primary Chain Case Spacers, Cotton Reel Shape with Corks "NEW"	\$14.00 each
SH	Cylinder Base Gaskets, Paper (3 only) - NEW	\$2.00 each	36	Rear Stand Bolts, Shouldered, "NEW" Stainless (2)	\$16.00 pair
FL	Cylinder Base Nuts 1 last set of 4	\$12.00 set	SH	Seat Spring Spacers - between short & long springs (6) Banana Shaped	\$5.00 each
SH	Cylinder Base Plare, Alli.	\$5.00	44	Seat Springs - Mattress - New	\$48.00 set
17	Cylinder Head Bolts, - set	\$15.00	38	Speedo Bracket (1 only)	\$10.00
SH	Engine Shockie Parts - Miscellaneous	\$10.00 each	45	Speedo Drive Mechanism - New - L/H Front Wheel Fitting	\$120.00
SH	Engine Shockie Sets Complete, 16T, 18T, 21T & 27T	\$35.00 each	46	Stand Springs, Rear, - New (8) - Chromed - "NEW"	\$24.00 Pair
SH	Engine Shockie Sprocket only - 16T, 18T, 21T & 27T	\$15.00 each	50	Steering Damper Assembly - Complete - Ready to fit	\$80.00
58	Exhaust Valve Lifter Assy. - 2 complete & some parts	\$20.00 the lot	50	Steering Damper Bottom Nuts (3 only) with location slots "NEW"	\$15.00 each
18	Foot Brake Bush (2)	\$4.00 each	50	Steering Damper Centre Plates (3 only) Pear Shaped, Bolts to Frame	\$10.00 each
18	Foot Brake Lever Bushes (4)	\$4.00 each	50	Steering Damper Knob & Shaft/Bolt 10 inch - 2 only	\$25.00 each
26	Fork Stauncion Bottom Nuts - Good (4)	\$8.00 ach	49	Steering Damper, Bottom Plate - New (2)	\$20.00 each
28	Fork Stauncion Top Nuts- unchromed (6) - Good - late models	\$12.00 each	50	Steering Dampers Bottom Star/Pressure Washer (2 only)	\$5.00 each

**VMCCWA PRESENTS**

# **The 2018 GYPSY TOUR Denmark**

**Come and Join us  
Country Fun  
at its best**

**9-12 NOVEMBER 2018**

Saturday up Scottsdale Rd across to Valley of the Giants to visit the Tree Top Walk, a Meadery, Chocolate Factory and winery on the way. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour.



**Register with  
Murray Barnard  
0434215665  
web@vmccwa.com**

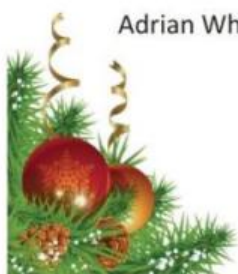




## Xmas Cheer Bin

Our Club has developed a very nice tradition over the past few years of offering those doing it tough a bit of help, at a time which should be full of family gatherings, good cheer and happiness, especially for kids. We've developed this to include servicing surplus kid's bikes which have been most gratefully received by the Salvos. Nothing has changed; the support agencies are struggling to meet demand. We will have our Christmas Cheer Bin at the November meeting and your support is invited. We want non perishable food (wrapped Christmas cakes etc keep OK), toys, kids cosmetics like bubble bath, books, anything Christmassy like crackers or fairy lights; don't worry about stuffed toys, the Charity Ride gets a truck load. If you want to tidy up a bike see me or John O'Brien. And of course, cash is always welcome. Collectively we can make a very worthwhile contribution to the happiness of families in hard times. LET'S DO IT!

Adrian White







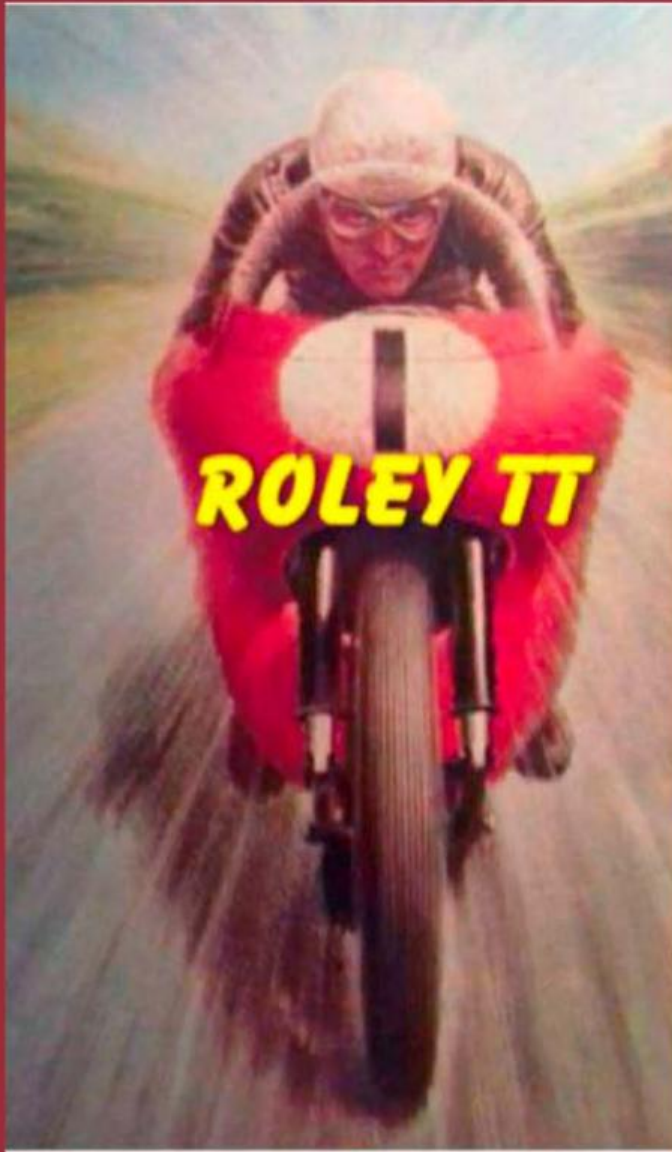
# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE ~~DEC 2018~~ JAN 2019





# ROLEYSTONE TT



3 February 2019

Never ridden a lap of the Isle of Man Mountain Circuit, well never mind because now you can experience a similar distance on the Mountain circuit to Roleystone.

Destination is the Roleystone Country Club. Enjoy the Hill's setting & sit in air conditioned comfort. Meals & bar service.

Assemble 10.30am, depart 11am.  
Start point: Keith Weller's 122 Bushmead Rd, Hazelmere.  
End point: Paddy's Bush Bar, Brookton H'Way Karragullen.

Partners & visitors welcome

Contact:  
Murray Barnard  
[web@vmccwa.com](mailto:web@vmccwa.com)  
Ph. 0434215665



# CLUB COMMITTEE & OFFICIALS

**Club Patron:** Rex Edmondson

## CLUB EXECUTIVE

**Chair:** Trevor Stephenson – 0402027946

membership@vmccwa.com

**Deputy Chair:** Barry O'Byrne – 0418936254

barryobyne2007@yahoo.com.au

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas – 94016763 treasurer@vmccwa.com

**Communications:** Murray Barnard - 0434215665

web@vmccwa.com

## General Committee Members:

Paul Peghini – 0419914303 paul.fastrak@bigpond.com

Les Vogiatzakis – 0488915103 les@dgas.com.au

Richard Argus - 0418 934 550 rargus@bigpond.com

Stephen Hills – 0413678604 steve.mag@icloud.com

## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665

(web@vmccwa.com)

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner

94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009

(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617

(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103

les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946

membership@vmccwa.com, assisted by: Mike Blake

**Welfare Officer:** Adrian White 0438335563

sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineers:** Owen Page, John Moorehead, Rex Edmondson

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**CHAIR PRE-31 SECTION:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

**Classic Section:** Coordinator - Jim Douglas 94016763

**POST 70 SECTION CHAIR and Events Organiser:** Stephen Hills –

0413678604 steve.mag@icloud.com

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 126547 Acc 22110619)

Facebook page: facebook.com/groups/vmccwapost70

**ALBANY SECTION CHAIR:** Paul Armstrong – 0417051378

(patnpaul@omninet.net.au)

**Albany Section Secretary:** Roger Bittner – 98446524

(rokebit@gmail.com)

## MEETINGS:

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meet 3rd Monday of each month. 7.30pm at the Mayfair Lane 72 Outram Street West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Event Backup:** John Mills 0421738853 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa

(to view and post, you need to register on Facebook first and then message web admin to gain access)

**Contributions:** We welcome contributions from Club members. Run reports, trips, general interest items or motorcycle related information appreciated. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter or on the Oily Rag. Please send Chatter advertising, photos, articles, news and Chatter contributions to web@vmccwa.com. Deadline for publication: Cut-off is for submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

**THE VINTAGE CHATTER** is the official newsletter of the VMCC of WA (Inc) A0750092T. Copyright preserved except where stated. 2018

Cover pic: Shelley Foreshore BBQ - pic by Murray Barnard



# ROUNDUP OF COMING CLUB EVENTS

Compiled by Murray Barnard

For the latest event details always look online at the Events Calendar: <http://vmccwa.com/wp/events/list/>

Date	Approved Club Events - Metro	Organiser	Phone	Email
<b>2018</b>				
<b>1 Dec</b>	Kalgoorlie Toy Run & Ora Banda Ride	Richard Argus	0418934550	<a href="mailto:rargus@bigpond.com">rargus@bigpond.com</a>
<b>2 Dec</b>	Peter Groucott Memorial Run	Roger Bowen	0438945403	<a href="mailto:bowenswa@bigpond.com">bowenswa@bigpond.com</a>
<b>2 Dec</b>	Joondalup Toy Run	TBA		
<b>26 Dec</b>	Boxing Day Breakfast	Ken Vincent	92932093	<a href="mailto:bognorridge@yahoo.co.uk">bognorridge@yahoo.co.uk</a>
<b>2019</b>				
<b>20 Jan</b>	Two Dog's Run	Dave Weeks	0439991584	<a href="mailto:david.weeks1@bigpond.com">david.weeks1@bigpond.com</a>
<b>3 Feb</b>	Roleystone TT	Murray Barnard	0434215665	<a href="mailto:web@vmccwa.com">web@vmccwa.com</a>
<b>17 Feb</b>	Northam Swap Meet	Barry O'Byrne	0418936254	<a href="mailto:barryobyne2007@yahoo.com.au">barryobyne2007@yahoo.com.au</a>
<b>24 Feb</b>	Old Forkers	Ken Vincent	92932093	<a href="mailto:bognorridge@yahoo.co.uk">bognorridge@yahoo.co.uk</a>
<b>6/7 Apr</b>	Roaring 20s	Ken Vincent	92932093	<a href="mailto:bognorridge@yahoo.co.uk">bognorridge@yahoo.co.uk</a>
<b>17 Mar</b>	Grumpy's Ride	Trevor Stephenson	0402027946	<a href="mailto:membership@vmccwa.com">membership@vmccwa.com</a>
<b>24 Mar</b>	Motorcycle Show & Swap Meet	Organising c'tee		
<b>6/7 Apr</b>	Roaring 20s (Pre 31 machines only)	Ken Vincent	92932093	<a href="mailto:bognorridge@yahoo.co.uk">bognorridge@yahoo.co.uk</a>
<b>27/28 Apr</b>	Busselton 2 Day	Barry O'Byrne	0418936254	<a href="mailto:barryobyne2007@yahoo.com.au">barryobyne2007@yahoo.com.au</a>
<b>5 May</b>	Café Hop	Steve Hills	0413678604	<a href="mailto:steve.mag@icoud.com">steve.mag@icoud.com</a>
<b>19 May</b>	Rockingham Ride	Barry O'Byrne	0418936254	<a href="mailto:barryobyne2007@yahoo.com.au">barryobyne2007@yahoo.com.au</a>
<b>26 May</b>	Arthur Grady	Jim Douglas	94016763	<a href="mailto:treasurer@vmccwa.com">treasurer@vmccwa.com</a>
<b>9 Jun</b>	Pre31 Foundation Day Ride & Display			
<b>7 Jul</b>	Midland Wksps			
<b>14 Jul</b>	Girder Fork Run	Roger Bowen	0438945403	<a href="mailto:bowenswa@bigpond.com">bowenswa@bigpond.com</a>
<b>28 Jul</b>	Gold Star Run	Dave Weeks	0439991584	<a href="mailto:david.weeks1@bigpond.com">david.weeks1@bigpond.com</a>
<b>4 Aug</b>	Meet & Greet New Members	Trevor Stephenson	0402027946	<a href="mailto:membership@vmccwa.com">membership@vmccwa.com</a>
<b>25 August</b>	Keith's BBQ	Keith Weller	92742476	
<b>31 Aug &amp; 1 Sep</b>	Day before Beverley & Beverley Re-enactment (Pre31 machines only)	Phil Skinner	94934272	<a href="mailto:philskinner741@bigpond.com">philskinner741@bigpond.com</a>

**KALGOORLIE TOY RUN – 1 DEC 2018:** This event is run on the first Saturday in December. It is organised by the Ulysses Club, and all toys and funds raised go to the Salvation Army, which they then distribute to needy families for Christmas. A group of friends including club member Mario Cudini have been joining me in this event since 2002; it is now a tradition – one rider flies over from Victoria. We have had up to 10 old bikes in our group. After the 20 minute circuit through the main streets between Boulder and Kalgoorlie, our group ride out to the Broad Arrow Tavern for a "Broadie Burger". This year the run will extend to the historic Ora Banda Tavern (now a fully sealed road); round trip distance of 128 km. The toy run is well supported and averages 250 riders. Anyone interested in enjoying good weather, little traffic and flat roads, you are most welcome; please contact me. Richard Argus – 0418934550 [rargus@bigpond.com](mailto:rargus@bigpond.com)

**PETER GROUCOTT MEMORIAL RUN – 2 DEC 2018 -** Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Roger Bowen 0438945403

**BOXING DAY BREAKFAST – 26 DEC 2018:** As usual, a social gathering and an excuse for a ride, and a **self-catering BYO breakfast** that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring

Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Any questions please call Ken Vincent on 92932093

**TWO DOG'S RUN – 20 JAN 2019:** Starts at the Clubrooms with lunch at the Parkerville pub, this run is open to all Club-eligible 'bikes. There is a choice of 2 routes (long & short) & an optional return to the Clubrooms, or you can head home from the pub. There is a charge of \$3.00 for the back-up...a pittance...as you buy your own lunch. The short route (suitable for all late-vintage 'bikes or riders) is away at 10.15, & goes via Welshpool road, Mundaring Weir Rd, to the pub, & is about 60 km. The long route (about 90 km) starts at 10.00 & follows a similar route, but with loops through Roleystone & Chidlow, with a bladder break at Mundaring Pub. Weeksy mob 043 999 1584

**ROLEYSTONE TT – 3 FEB 2019:** ROLEY TT CIRCUIT – NOTE: START POINT & ROUTE - Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. Same length as a lap the famous Isle of Man circuit. The lap record at the Isle of Man is 16mins 55 secs, however, we don't aim to beat that...this is not a speed event, this circuit has speed limits, some stop signs and a few T-junctions, lots of bends and so please ride safe. Lots of twisty winding roads and some hills to climb.

Make sure you turn up for the Roley TT because it is starting at Keith's place in Hazelmere. Assemble at 10.30am and the run starts at 11.00am. The TT run will be through the hills to the Rock Inn in Karragullen where drinks, entertainment and a fine bar menu are available. The run will be approx 60 kms one way. Route sheets will be made available. \$3 for backup trailer.



Assemble 10.30am, depart 11.00am. 3 February 2019

Start: Keith Wellers, 122 Bushmead Rd Hazelmere. Parking for trailers available at start.

Finish location: Rock Inn – previously Paddy's Bush Bar & Grill, Brookton Highway Karragullen. Great grub from the menu at the bar. Sit on the decking and admire the bush setting. Bring your partner to enjoy the social occasion.

Contact: Murray Barnard 034215665 [web@vmccwa.com](mailto:web@vmccwa.com)

**NORTHAM SWAP MEET - 17 Feb 19:** Details to be advised.

**OLD FORKERS RUN & DISPLAY: Sunday 24 Feb 19.** This run is put on by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes to all club members. It will be a short run about 45min (good for veterans.) Starting at the club grounds Hale rd and finishing at the club grounds about 9.00 am for a breakfast and display of our bikes and other period memorabilia. All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members ride or not at \$5.00. Time 7.30am for 8.00am start before the day gets hot. Enquires Ken Vincent Ph 9293 2093

**ROARING 20s: FOR PRE31 MACHINES ONLY - 6/7 APRIL 2019.** The run starts and finishes at Boyanup with an overnight stop at Nannup. Book your own accommodation at hotel a.s.a.p! Limited rooms mention VMCCWA Ph nannup hotel 9756 1080. More info and entry forms closer to date. Note: This run is on the same weekend as a car rally, so please book your accommodation asap as the place may run out of rooms – Contact Ken Vincent

**IHC TWO DAY RALLY:** 9-10 March 2019. Entry pack is available online at [ihc.wildapricot.org](http://ihc.wildapricot.org)



# CLUB MOTOR CYCLING

NEWS, MEMOS & MATTERS OF MOMENT FROM EVERYWHERE

**MEMBERSHIP RENEWALS FOR 2019:** Members are encouraged to renew their membership as soon as possible to avoid a last minute rush at the end of the year. A renewal form is printed on the back of the Chatter mailing slip for print Chatter subscribers. A renewal form is also available online. **Please note:** The membership secretary is still getting membership forms without a self-addressed envelope from those renewing by mail. This also applies to members paying by direct transfer online if they cannot pick up their cards. We have several already from country members so if they want their cards and receipts we need an envelope or a deputy to pick them up. *Mike Blake*

**VALE- CHARLIE LAWSON:** Very sad to report the passing of a stalwart club member, Charlie Lawson. Charlie has been an active club member from the founding of the club in 1975. For his contribution Charlie was made a club life member. Commiserations are extended to the Lawson family on their loss.



*Pic by Nic Montagu*

**VACANT POSITIONS:** Help make your Club thrive. Volunteers are sought for the following positions. Please help make a difference: Job descriptions are at <http://vmccwa.com/misc/01.pdf>: **Membership Secretary** – maintain membership records, **Regalia Officer** – maintain club clothing/badges for sale, **Chatter Editor** – produce Club Newsletter

**NEW MEMBER APPLICATIONS:** Michael Byrne, Bob Cary, Denon Pike, Michael Cunningham, Mark Bignell, Mark Smith

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

**MOTORCYCLE SHOW & SWAP MEET – 2019:** Book it in your calendar now, Club Annual Motorcycle Show & Swap Meet is on 24 March 2019. Lot of work is now going into next year's event to make it bigger and better. Proposals include enhancing the machine display to make it more accessible and informative to the public and also to have machines running outside at times to be more than a static display. More information in this Chatter.

**COMMUNITY SERVICE:** As a response to our community service obligations, the club recently attended to a request for a sidecar ride for one of our senior citizens. Jim Douglas arranged for Mike Davie to attend a care centre in Samson to facilitate the ride. The ride was organised for Lionel Hollands an old sidecar racer of note in his day in the early 50s in Speedway as well as road racing. thanks to mike Davie for making Lionel's day!




25/10/2018  
Dear Michael

Thank you so much for your time which you have volunteered to make a special moment for Lionel. We do appreciate the support of the VMCC of WA, too, for their help in giving Lionel an event to remember. Please accept this small token of thanks from all of us. Regards  
Jan Schuurman from  
Southern Cross Care WA

**CLUB WEBSITE:** With the launch of a new public club website to promote the 2019 Vintage Motorcycle Show & Swap Meet ([vmccwa.com/vintageshow](http://vmccwa.com/vintageshow)) the opportunity was taken to refresh the club websites to keep the theme, look and navigation consistent. As well, with most people accessing the web by mobile phone these days the web needed to be more mobile friendly. The Club website is still at [vmccwa.com/oilyrag](http://vmccwa.com/oilyrag) and it may look different but all the normal links and information are still there.



Secretary: Nic Montagu 0427171702 PO Box 3079 Bassendean DC 6942  
secretary@vmccwa.com



**The Oily Rag**  
VMCCWA Member's Site

HOME   EVENTS CALENDAR   THE CHATTER   CONTACTS  
CLUB KNOWLEDGEBASE   CLASSIFIEDS   IMPROMPTU RUN LOG  
FORMS   PHOTO GALLERIES   TECH LIBRARY   PUBLIC WEBSITE  
VINTAGE MOTORCYCLE SHOW & SWAP MEET   FACEBOOK

## Welcome to the VMCCWA Homepage





**MONTHLY MEETING – Nov 2018:** The meeting had several highlights, 1st was the running of a much appreciated sausage sizzle by Paul Peghini & the lads, see photo and 2<sup>nd</sup> was the award of Honorary Membership to Jim Howe for 66 years of service to the motorcycle community. 3<sup>rd</sup> was the award of certificates of appreciation to John Moorehead and John Laurance for their work for the club over many years. Great meeting.



*Sausage sizzle team lead by Paul Peghini*



*John Moorehead – Certificate of appreciation for service as CMC Rep, presented by Rex Edmondson; John Laurence - Certificate of Appreciation for service as Meeting Registrar, presented by Rex Edmondson*



*Jim Howe presented with his certificate of Honorary Membership for his service to Motorcycle Community in WA for over 66 years with Murray Barnard, sponsor for the award.*

## MINUTES OF THE VMCCWA MONTHLY MEETING: 7<sup>th</sup> NOVEMBER 2018

Held at Wattle Grove commencing at 8.00pm



VICE-PRESIDENT: Trevor Stephenson, SECRETARY: Nic Montagu, TREASURER: Jim Douglas

MEMBERS ATTENDING: 81 VISITORS: 1. Mick Byrne APOLOGIES: Greg Boothey, Colin Hankinson

MICROPHONE USHER: Adrian White

MINUTES OF PREVIOUS MEETING: Murray Barnard, Chris Davis

NEW MEMBERS: John Boutler

**PRESENTATION:** Jim Howe, Honouree Member presented by Murray Barnard. Jim has provided service to the motorcycle community for 66 years, beginning his apprenticeship in 1952 with Pal and Panther (Perth's longest serving motorcycle store). Jim has also supported motorcycle racing and in particular Murray Barnard racing a Suzuki T500 in 1973, '74 and '75. The Suzuki T500 on display is an example of the production class racing motorcycle Jim assisted with.

**PRESIDENTS REPORT:** The WATT was poorly attended, this is a major event, the management committee will review, all events your feedback is needed on how to improve attendance. We still need a publisher, please contact a committee member, also a membership secretary. I have become aware of people making abusive reply's on Facebook, please stop, also please do not abuse people via email, you can make criticisms but not abusive remarks. Please check with the person who sent the email or put the post on Facebook

Future: Have you all had a look at the new web page (thanks to Murray) please review and enjoy. Please register to display your bike at the OLD IRON display and swap-meet. Committee needs your participation. I have had an offer from British Only to bring 50 bikes to the display. Please contact Paul or Jim if you can to be a helper on the day. The management committee has a proposal to have the chatter bi-monthly. We have missed the deadline to get the management minutes in the chatter. I have made a proposal to have them on the web page. Please use the feedback form copies on the desk for any comments. Chris Davis to provide proof reading support in the publisher role.

**TREASURERS REPORT:** Income for October was \$4,424 mainly from Annual subs and Trading Spares. Expenditure was \$6,330 of which \$1000 was for Penrite Oil, \$1,065 was for Chatter printing and \$1,122 was for Rallys and Events. There was also a cash transfer of \$566 to top up other bank accounts which is not strictly expenditure but is shown for completeness.

OCTOBER			
Payments		Receipts	
Acct	Amt	Acct	Amt
Backup costs	\$686.70	Annual Subs	\$1,855.00
Cash Transfer	\$566.36	Bank Interest	\$3.84
Chatter costs	\$1,065.24	Backup In	\$69.00
Insurance	\$258.60	Others	\$200.00
others	\$421.90	raffles	\$227.80
Raffle Costs	\$100.00	Trading Spares	\$2,069.00
Rallys & Events	\$1,122.99		
Rent & Hire	\$393.98		
stat/print/post	\$241.14		
Trading & Spares	\$1,005.07		
Unit	\$468.38		
Total	\$6,330.36		\$4,424.64

**WEB REPORT:** The Vintage Chatter will now be published Bi-Monthly. This is due to repeated information and content being published monthly which creates a lot of work for the editor. The club website has had a facelift with new design. This allows for simpler navigation and is consistent across both the public and the member areas.

### EVENTS:

UPCOMING EVENTS: Murray Barnard: Gypsy Tour 10-12<sup>th</sup> Nov in Denmark riding between Walpole & Albany with camping at Rivermouth in Denmark. 26 entries with 40 people from the Albany section attending as well as providing a BBQ on Sunday 11<sup>th</sup> in Albany.

Christmas BBQ, 18<sup>th</sup> Nov, Trevor Stephenson: Shelley Foreshore BBQ facilities with parking and toilets. Please come down Kalgoorlie Toy Run, 1<sup>st</sup> Dec, Richard Argus: Annual toy run held by the Ulysses Club with a ride from Kal up to Ora Banda.

Peter Groucott Memorial Run, 2<sup>nd</sup> December, Roger Bowen: The memorial run starting from Serpentine Tractor Museum to Port Kennedy and return to the Museum display.



## PAST EVENTS:

100 Year Birthday Celebration for Jim Forster, 27th Oct, Jim Douglas: Jim enjoyed it

Midland Workshops Display, 28<sup>th</sup> Oct, Trevor Stephenson: A good day with lots of people and interesting machinery including a musical machine turning around.

Dam Early Run, 5<sup>th</sup> November, A great run with a few people. Keith Weller got lost, easy ride with lots of twists to keep you on your toes. Back-up got lost also. Chas Bayley put on a spread of beans and sausages.

Car Boot Sale, 21<sup>st</sup> Oct, Chris Davis: Not well supported and will be reviewed for next year.

2019 Swap Meet & Display, Jim Douglas: The event is going to be run differently to be organised as Bike Show & Swap Meet. This will be called Old Iron. We need your help to include your bikes for the display. Please register. Motorcycles on display will be provided a display board to be facilitated by Murray Barnard and Richard Argus. The display board can include images, details and few words to support your motorcycle. Please get your information in early – a form will be published in the Chatter. The organisers are targeting 100 bikes. If you need a hand please contact a committee member.

**MEMBERSHIP:** Mike Blake – members are paying early.

## DATING REPORTS

Pre 70: Maurice Glasson. Only one bike dated this month for the 1931-1979 Period

1956 BSA Gold Star for Ian Lambert

Post 70: Les Vogiatzakis: 1982 Kawasaki LTD 750

**LIBRARIAN:** Ken Vincent – New books donated by Chris Whisson, Trevor Stephenson, Adrian Nichols. Paul and Jack Cunningham. Thank You. Spittle has very overdue books. Help is required to install some insulation above the library.

**SPARES:** Keith Weller: All is good, please clean your shed out and donate any usable parts. Thank you Yanti for cleaning with the new sink facilities.

**POINTS:** Trevor Stephenson. Not complete yet as I am waiting upon membership renewals.

**CMC REP.** Please ignore a DoT Concessional 005 form relating to Left Hand Drive vehicles. The form has a misprint that states LH display is required – this information is incorrect and will be resolved by DOT

**GENERAL BUSINESS:** Chris Davis – Misuse of Post 70's Facebook page will not be tolerated and no excuse for bad behaviour.

Adrian White, Albany Hillclimb event was changed to Middleton Beach. Well organised and very smooth course, very safe. Ken Vincent : Congratulations Rhonna Finnigan for winning the ladies prize and Mick Hancock took out the prize for most consistent times. Adrian White, Christmas Cheer Bin, December will be the last opportunity to offer items including non-perishable food and even money. Bicycles are still welcome, ones that can be easily restored. The Salvos really appreciate bikes and benefit it brings to a family in need. A member was seeking for the contact for Geoff Coole who he met at the TT in the UK. Rex Edmondson commented that Geoff Coole's motorcycle he took to the UK was one of 600 bikes on display that won a prize for best presented.

Chas Bailey: Terry Germain from Busselton motorcycle bunker is selling mainly British parts and is happy to bring up items to Perth in Dec for people willing to buy. Please call him (no contact given). Paul Peghini: Get your parts out and perhaps pool them with other members for the Old Iron vintage swap meet. Nic Montagu: Thanks for the guys organising the pre meeting BBQ. Great to see people enjoy the atmosphere and facilities. The BBQ will be a regular event before monthly meetings. Keith Weller: Thanks John for your help installing the new water amenities in the Ken Marshall room.

**BITS & PIECES:** Midland Honda is selling a lot of Honda C70's and other lightweight Honda scooters. Chris Davis: Seeking Kawasaki 100cc Ag bike parts. Has tried advertising in "for sale" sections country publications. Which he recommends. Jim Douglas: Midweek

ride to the old folks home is for the 15<sup>th</sup> Nov. This will be to Gwelup.

Meeting concluded 9.04pm.



**BILL MORRELL:** Bill has retired from the role of Machine Examiner in Albany after many years of active participation in the dating and inspection of machines. Many thanks are extended to Bill for his service to the club over an extended period. Bill's contribution has done much to ensure the Albany Section is as active and enjoyable as it is.

**SWAP MEET – 24 MAR 2019:** Members are encouraged to clean out their sheds and bring out parts and bits & pieces for the Club Swap Meet in March. Also any bikes you have spare or incomplete projects. Anything not sold you are invited to donate to the club parts store. Paul Peghini is overseeing the swap meet area on the day. If you want a particular location for your swap meet bay or wish to pre-book a spot please contact Paul on 0419914303 or [paul.fastrak@bigpond.com](mailto:paul.fastrak@bigpond.com)

Registration is now being sought for the Club Display on the day. Please consult the information later in this Chatter and complete a registration form and send it to Murray Barnard at [web@vmccwa.com](mailto:web@vmccwa.com). Alternatively just email the information or call Murray on 0434215665. Entry to the Motorcycle Show & Swap Meet will be free to members who register their machines for the display.

**JACK CUNNINGHAM:** Jack recently generously donated a swag of books on Indian and American motorcycles to the club library. Some of the books were new to the library and were gladly received and will be appreciated by Indian owners, I am sure. Unhappier news is that Jack's wife of over 65 years, Romona, is quite unwell. Jack and Romona have been active in the Club since its inception

# PAST EVENTS

**JIM FORSTER'S 100 BIRTHDAY CELEBRATION – 27 Oct 2018:** pics by Jim Douglas & Frank Ockwell



*Jim Forster in the chair with Mike Davie driving. Outfit supplied by Clive Glands.*

Jim Forster was born on the 13th October 1918 and was 100 years old just recently. He is still sharp as a tack. He was always out riding his motorbikes until the powers to be took his license off of him. He always said that if he still had his motorbikes on his 100th birthday he was going for a ride around Rockingham whether he had his license or not, but unfortunately they were sold at auction last year. Jim had 10 Classic motorbikes, four Harleys, three Ariels, one BSA, one Velocette and a 75cc scooter. He also had a 1918 Model T roadster, 1927 Chrysler C cab ute, a 1962 Rover and XB/GS Panelvan. The XB and Rover he owned since new. One of his school mates bought an early Triumph with the proceeds from selling a push bike to Jim. Jim was a bit peeved about this but was very pleased as he was the only one able to fix it and he got to ride it quite a bit. Jim's knowledge on mechanics started on his family farm in Kellerberrin W.A. and as necessity is the mother of invention and fuel was in short supply he converted all the farm machinery, both mobile and fixed plant, to run on gas producers (ie burning charcoal). He made a small one of these machines a few years ago to run a single cylinder engine to show people how the system worked. It's funny to see their faces when they realise the fuel hose is disconnected. Jim's first foray into sidecars was when he was stationed in Applecross, one morning the Sergeant came down and told Jim he was to take Major Potts to Fremantle in the Sergeant's bike and sidecar, and before Jim could say he had never used a sidecar Major Potts was standing alongside the outfit ready to go. They made it down to Fremantle with no mishaps and on returning the Sergeant asked how he went, and Jim replied I got there, the Sergeant then asked what he meant, and Jim said he had never ridden an outfit before. The officer went off his brain and said why didn't you tell me, Jim's answer was you never gave me a chance and just marched off. Some members may not realise that Jim put a V twin JAP motor into a girder fork Ariel Frame. When asked why he was doing it, he said because somebody told him he couldn't. I rode with Jim in the breakfast run one day from Roleystone across to Karnet Prison Farm and coming down the Karnet Hill to Southwest Highway I couldn't catch him, coming up the highway was keeping up with all the traffic and when we stopped at Armadale lights I asked him what speed he was doing, his reply was the bloody speedo doesn't work but she's going good, hey. Jim was also a rider in the re-enactment of the Overlanders ride from Perth to Sydney with his WLA Harley and sidecar. This is a very interesting man to talk to especially on all the things he's done in his lifetime, and considering he only had three years of schooling – *Norm Beecroft*

Super day for a ride with no rain and warm weather. When I arrived at 11:00 there were already a good number of bikes on display. Mike Davie rocked up a short while later on the BMW with the chair which was Jim's transport for the day. By 11:30 we had the full complement of riders plus all the event attendees. Everyone was reluctant to start their bikes. Enjoying the company of like-minded old bike fanatics I suspect. The ride was led out by Mike with the outfit on loan from Clive Glands. The route took them around Rockingham with a few minor incidents. Fuel and gear change problem for the BMW but all arrived safely at the venue for lunch. A good lunch with a speech from Trevor the Chair, with information kindly provided by Norm Beecroft. Presentations were made to Jim with a book "The hundred year old man who stepped out of the window and disappeared" and a certificate to commemorate the event from Trevor. There were 29 folks at the lunch. The most memorable moment came when Jim, himself stood and gave a speech thanking all the members present for attending and for the friendship provided by the club and its members over many years. Special mention must go to the following who helped make this event so special: Norm & Georgie Beecroft for the speech writing and liaison with the family, Mike Davie for finding the lunch venue and driving the Outfit, Clive Glands for providing the Outfit, Trev Stephenson for the speech and providing the commemorative certificate and to all those who attended and made this a special day for Jim – *Jim Douglas*









**DAM EARLY RUN – 4 NOV 18:** Chas laid on breakfast after an enjoyable run in perfect weather. A perennial favourite, the Dam Early Run drew a good turnout of happy punters – *Murray Barnard*





**GYPSY TOUR – 9/12 NOV 2018:** What a grand turnout for the 2018 Gypsy Tour, 28 people from the metro area/Kalgoorlie and of course a fabulous attendance from the Albany Section. The weather was kinder on us this year, last year we were hit with temperatures over 40C in early December, this year low 20s was the norm which made for great riding. On the Saturday a light mist blew in early in the morning but from then on the day was perfect. Sunday was also a great day. *Pics - Murray Barnard*



*Some of the Gypsy Tourers*





*Duckett's Mill winery and cheese factory*

The Gypsy Tour start on the Saturday with a ride up and along the Scotsdale Road out of Denmark, a nice twisty road through the trees and amongst vineyards and green fields. Very soothing on the eyes. First stop was Duckett's Mill where lots of purchases of cheese, chocolates and coffee were made. Many a Gypsy was seen leaving the Winery with bags of goodies and I even secured a very tasty peanut chocolate slab which was devoured with relish! The tour continued West to the Valley of the Giants before heading back Denmark way and stopping again at the Denmark Cidery and Toffee Factory. The starving masses devoured enormous hamburgers and plates of chips whilst tasting the ciders and the extra tasty toffee choices on offer. The group sated from lunch then trundled back to Denmark for a rest. Sunday we were up bright and early and the Gypsies headed off towards Albany to meet with the Albany Section riders at Young's Siding. In remembrance at 11am a moving one minute's silence was lead by Paul Armstrong being 100 years since the Armistice. The combined group of riders then rode to the Section clubrooms at Little Grove via Mutton Bird Island. The Albany Section laid on a magnificent BBQ feast for the Tourists and it was great opportunity to catch up with members of the section. Again, the weather was kind and Princess Royal Harbour made for a wonderful location. Thanks to those who joined the Gypsy Tour for making it a great event and special thanks to Albany for your hospitality.







*Gypsy Tour Photos by Richard Argus and Cathy Cudini*







*Gypsy Tourers met the Albany Section on the Sunday – riding from Youngs Siding to Muttonbird island and on to Little Grove together*



*The Gypsy Tourers at Denmark*





**SHELLEY FORESHORE – END OF YEAR BBQ – 18 NOV 18:** The members who attended the BBQ were blessed with a pleasant day and the threatened rain never eventuated. The Shelley foreshore was not busy and the BBQ area was not crowded and the sausage and onions were soon sizzling away. The Canning River at this location is very attractive and the City Centre can be seen in the distance. Bikes were parked on the grass and soon conversation was happily occurring either under the gazebo or under the trees. *Pics by Murray Barnard & Chris Davis.*





# ALBANY MATTERS

by Roger Bittner

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events	Trailer Backup
<b>2018</b>		
December 8 <sup>th</sup>	Salvation Army Charity Run	Not required
December 9 <sup>th</sup>	Christmas tree & BBQ at the Chalet	Required
<b>2019</b>		
January 6 <sup>th</sup>	Vintage & Classic Clubs Bring Your Oldest Bike - Leaving Chester Pass Road information bay at 10 am sharp	Required
January 13 <sup>th</sup>	Flourish Cambodia run	Required
February 10 <sup>th</sup>	Ron & Lynton's run	Required
March 10 <sup>th</sup>	Ed Shekell's run	Bernie Wolfe
April 14 <sup>th</sup>	Jasmine Hoansen's Ship to Shore run	Peter Ogborne
May 12 <sup>th</sup>	Bill Morrell's run	Required
June 9 <sup>th</sup>	Volunteer Required	Required
July 14 <sup>th</sup>	Northy's run	Required
August 11 <sup>th</sup>	Volunteer required	Required
September 8 <sup>th</sup>	Kevin's Spring Rally	Required
October 13 <sup>th</sup>	Richard Turpin's run	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

**John Northcott** was 14 when he rode his first motorbike, a BSA Bantam, he bought it off his Dad for 25 pounds and paid it off at 10 shillings per week. The 3 favourite bikes John has owned are, a 1970 Velocette Sportsman, a 1967 Motorcross CZ and a BSA A10 with sidecar. He would like to own a 7R AJS road bike. 12 years is his longest ownership of a bike, an Ariel 600 SV. Favourite ride is the Denmark area. John has been in the club for 10 approx years and joined for friendship and to be with like minded people who love motorbikes. Thanks John.

We have been having a bad run in the section with members being hospitalised, or awaiting surgery. Our best wishes go to Arthur, Bernie, Bob, Jim and Mac.

**October Run - Richard's Ride:** A long long time ago one of our members, Richard Turpin was a spring baby. And now? Well let's say he was awarded the O.B.E. a couple of years back and still rides with us on his Honda CB250 and is happy to celebrate his birthdays (as we all should). He also has a shack at Cheynes Beach east of Albany. So the offer was - an enjoyable 130 km round scenic ride, to a lovely location, by the bay, for a celebratory spread in the shed. Should be popular? Was it ever! 25 bikes and 30 odd riders/drivers/passengers took up the offer to see Richard's odometer tick over another milestone. It should also be noted that Richard was one of those riders on his trusty Honda. Meanwhile the birthday spread was assembled by his wife Christine and friends. The camaraderie was great, we were spoilt by the food and there wasn't much left over after we two wheeled seagulls finished. It's an inspiration to see older members still riding and celebrating life - long may it continue! Manfred and Jim on back-up didn't collect anyone so we couldn't ask for a better time. On behalf of everyone there, THANK YOU RICHARD AND CHRIS! – Bernie

(Bernie agreed to do the report on the October run, despite the fact that he was due to go to Perth the following weekend for major surgery. By the date of his departure to Perth we still hadn't got the article so we thought that, quite naturally, he had forgotten it due to the stress of the upcoming op. Not so, he sent it from hospital on the day of his admission, with of all things an apology for it slipping his mind. This incident sums Bernie up, not a boastful man, but one who keeps his word and helps others, the world could do with more like him - Roger)





*Albany members before a run*

# OFFICE BEARERS VMCC OF WA ALBANY SECTION

Year	Chair	Secretary	Treasurer	Scribe	Librarian
1982	Bob Rees	Neil Bromilow	Chris Harrison		
1983	Ian Jury	Neil Bromilow	Chris Harrison	Robin Bromilow	
1984	Ian Jury	Neil Bromilow	Chris Harrison	Heather Jury	
1985	Neil Bromilow	Shirley Morrell	Chris Harrison	Jim Livesey	
1986	Neil Bromilow	Shirley Morrell	Chris Harrison	Mike Smith	
1987	Neil Bromilow	Shirley Morrell	Bob Shanks	Lloyd Bowman	
1988	Doug Baker	Morris Holder Shirley Morrell Asst	Bob Shanks	Lloyd Bowman	
1989	Lloyd Bowman	Robin Bromilow	Bob Shanks	Morris Holder	
1990	Lloyd Bowman	Robin Bromilow	Heather Jury	Rolly Hendrickson	
1991	Lloyd Bowman	Phil Penny	Heather Jury	Sue May	
1992	Bob Rees	Phil Penny	Glen Tysoe	Sue May	
1993	Bob Rees	Phil Penny	Glen Tysoe	Sue May/ Rolly Hendrickson	
1994	Bob Rees	Mike Saunders	Glen Tysoe		Shirley Morrell
1995	Phil Penny	Mike Saunders	Glen Tysoe	Christine Rees	Shirley Morrell
1996	Phil Penny	Robin Bromilow	Ron Allen	Christine Rees	Shirley Morrell
1997	Heather Jury	Robin Bromilow	Ron Allen	Mary Sutcliffe	Shirley Morrell
1998	Heather Jury	Robin Bromilow	Ron Allen	Jan Bond	Shirley Morrell
1999	Robin Bromilow	Bill Morrell Shirley Morrell Asst	Brian Metcalf		Shirley Morrell

## First Meeting in Chalet – 1 June 2000

Year	Chair	Secretary	Treasurer	Scribe	Librarian
2000	Robin Bromilow	Bill Morrell Shirley Morrell Asst	Brian Metcalf		Shirley Morrell
2001	Robin Bromilow	Shirley Morrell	Ted Green		Shirley Morrell
2002	Ed Shekell	Shirley Morrell	Ted Green	Shirley Morrell	Shirley Morrell
2003	Ed Shekell	Shirley Morrell	Ted Green		Shirley Morrell
2004	Ed Shekell	Colin Butler	Bob Shanks		Shirley Morrell
2005	Ed Shekell	Colin Butler	Bob Shanks		Shirley Morrell
2006	Ed Shekell	Shirley Morrell	Bob Shanks	Shirley Morrell	Shirley Morrell
2007	Ed Shekell	Shirley Morrell	Bob Shanks	Shirley Morrell	Trevor Laurence
2008	Ed Shekell	Shirley Morrell	Bob Shanks	Shirley Morrell	Trevor Laurence
2009	Ed Shekell	Shirley Morrell	Bob Shanks	Shirley Morrell	Trevor Laurence
2010	Ed Shekell	Shirley Morrell	Bob Shanks	Shirley Morrell	Trevor Laurence
2011	Kevin Palfrey	Cheryl Northcott	Bob Shanks	Cheryl Northcott	Trevor Laurence
2012	Kevin Palfrey	Cheryl Northcott	Bob Shanks	Cheryl Northcott	Trevor Laurence
2013	Kevin Palfrey	Cheryl Northcott	Bob Shanks	Cheryl Northcott	Trevor Laurence
2014	Paul Armstrong	Cheryl Northcott	Bob Shanks	Cheryl Northcott	Trevor Laurence
2015	Paul Armstrong	Roger Bittner	Dennis Lohoar	Roger Bittner	Trevor Laurence
2016	Paul Armstrong	Roger Bittner	Dennis Lohoar	Roger Bittner	Bernie Wolfe
2017	Paul Armstrong Dennis Lohoar (Vice)	Roger Bittner Manfred Feichtinger (Asst)	Dennis Lohoar	Roger Bittner	Bernie Wolfe
2018	Paul Armstrong	Roger Bittner	Kevin Palfrey	Roger Bittner	Bernie Wolfe





# NUMB BUMS & OIL LEAKS

by Adrian White

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Once upon a time, a telephone comprised a nicely made and finished oak box, about the size of a large shoe box, permanently fixed to a wall around head height. Atop were two bells, if these rang someone wanted your attention. Stooping or looking for something to stand on, you lifted an earpiece off a Y-shaped hook at the right of the box, this made the connection, and then you spoke into a Bakelite cup-shaped mouthpiece fixed on the front of the box. To make a call you lifted the earpiece and waited for the girl at the exchange to ask "number please," she'd then make the connection. Then along came the invention of the hand piece as we know it today making all those previous phones obsolete. This was good news for motor mechanics, who's only aid when listening to noises was a long screwdriver with the blade end touching the engine and the handle in the ear. The earpieces of those scrapped phones were quality item and readily available giving some bright spark the idea of fixing a spoke in the appropriate manner to the earpiece, making a very effective stethoscope. Then someone equally inventive suggested drawing a graphite pencil line, almost invisible, connecting the spoke to the ear part in the expectation sooner or later, the spoke might touch a bare spark plug connection. And so it came to pass. Bill, trying to determine the source of a noise suddenly stood up, banging his head on the bonnet which removed the stay holding said bonnet, which of course tried to fall down. Bill was unhurt and when he'd finished swearing saw some humour in the situation, telling us the shock received was only a tingle, not the full whack but it still surprised him. The culprit was never found.

## FEATURES

by Murray Barnard

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*John Long on his Moto Guzzi*

**OUR FIRST SIDECAR TOUR:** *Betty and Nancy Debenham & their dog Poncho in 1928*

One of our first experiences with a sidecar outfit involved a journey of nearly a thousand miles. Save for a driving lesson of five minutes duration in one of the London parks (our instructor being in a terrific hurry) we had never handled a combination. However, we set off blithely enough, taking the dog as a special treat. "Poncho" is a sturdy little dog of doubtful pedigree, and we named him after our black rubber raincoats because he is always getting wet. His hobbies are swimming and motoring, he will flop into any handy patch of water, swim madly round and round, and then come and shake himself all over our clean stockings. His passion for motoring makes him lose all sense of loyalty, and he will even go for long drives with perfect strangers. One summer some friends took him for a tour, and when he was brought back he pretended not to know us, but sat bolt upright in the car and carefully examined something on the opposite side of the road. Yet usually he is most unhappy when away from us, and pines to see us again, but such is the effect of a motor ride that nothing else matters. When we go away without him he spends all his time in the garage, sitting in strangers' cars and hoping they'll take him out with them.

We started out without realizing that a sidecar outfit uses more than a solo, and consequently we ran out of petrol before we had covered 50 miles. Luckily, we were near the top of a hill, our combined efforts pushed the outfit over the brow, and we coasted gently down to the village at the foot. It was a very small village, but we found a cottage which apparently did a roaring trade in lemonade and sweets, with petrol as a side issue. A kindly old lady handed us a green can, with the remark that her husband was out, so we were our own garage man, and proceeded to fill the tank. Then with smiles and thanks we attempted to go on our way. Nothing would induce our mount to start. We kicked and kicked, took out the plugs, found them perfectly clean, and put them back; wondered vaguely about the magneto and carburettor, and fell back on kicking again. Never having had any previous trouble we were rather at a loss as to what we should do next. A kindly car owner appeared on the scene and gave us a tow, saying the machine would be sure to start then, but nothing happened. At last, when we were almost in despair, the owner of the green can came home, and made inquiries as to our trouble. We told him, and a look of horror came over his face and he hurriedly asked his wife where she got the petrol from. When she said, "Behind the door in the shed," he explained that he had taken in a load of paraffin that morning, had filled a petrol tin and put it apart from the others, so that it should not be used. Our friend with the car and some of the villagers emptied the tank even turning the outfit upside down so that not a drop of such objectionable liquid should remain. This done, we filled up with real petrol, and the good natured engine started first kick, after her usual fashion. This incident serves to show that it is a great mistake to buy petrol at wayside cottages and sheds. We have always made a point of seeing that we have enough in the tank to pick and choose where we shall get more, since that warning.

We got along very well, after that, considering the machine of ancient vintage we had borrowed possessed all sorts of drawbacks for the handling of a novice. For one thing the sidecar was far too light, and had been hurriedly tacked on for our benefit. The clutch would not disengage, and the brakes needed relining etc. we were mad enough to set off for Wales with all these disabilities. It was our lack of experience that made us so confident. Nowadays we would be aghast if anyone suggested our undertaking a long journey without some adjustments to such a decrepit and elderly concern. We actually had several remarkable escapes from turning it over. Once it actually did capsize, pinning the driver underneath, while the passenger and

dog flew gaily overhead into a hedge. No damage was done except little Poncho's feelings were so hurt that he raced on to the next village, where we found him awaiting our arrival. This little disaster sobered us up considerably. and we proceeded at the dignified gait of 15 miles an hour for most of that morning. Our destination was Aberystwyth. and we had made up our minds to reach there on the second day, but the foregoing incident slowed us up so much that we found ourselves climbing Plynlimmon in the fast gathering dusk. But for a few sheep sleeping peacefully here and there on the road, this was a scene of uninterrupted loneliness. We took one hasty glance at the sheer drop to the valley beneath on one of the sharp turns, and then, all the way up that, lengthy mountain, we preferred to keep our eyes rigidly fixed on the way ahead. All went well until we reached the top, but on the way down an unpleasant grating sound made itself heard. The passenger shone her torch over the side where the noise seemed to come from, and found to her horror that the sidecar seemed on the point of leaving the machine, the very insecure couplings having come adrift. Our inadequate brakes being quite incapable of bringing the machine to a standstill and in any case, there being no possibility of assistance in that desolate waste, we descended as slowly as we could, the passenger hanging on to the carrier for dear life, to keep body and soul together. After what seemed like years we reached the foot in safety, and we carried on until we came to some cottages where we obtained a stout-rope, and with some help lashed the afflicted parts together. In due time we arrived in Aberystwyth and succeeded in rousing our hotel, the occupants of which had long since gone to bed. During our stay we had a special bolt made which kept the outfit together until our safe arrival back in London.

We accomplished the journey home to the accompaniment of a few small excitements—for instance, having no clutch, we had to run with the machine to start it, one holding the bars and the other vigorously pushing the sidecar. When it eventually sprinted off we had to get aboard as best we could with the passenger occasionally landing on her head in the sidecar, and straightening her ruffled self as we went along. This performance caused a little amusement here and there, and annoyed us intensely. It caused us to pass all the places where we longed to stop, and all the nice cafes where we were sure they supplied glorious meals, and we would eventually pull up at some lonely uninteresting cottage, and be fed on the everlasting ham and eggs. All because we did not want an admiring crowd to watch us start off. The absence of the clutch was our bitterest reproach to the kind owner of the outfit on our return, while he, on his part., was so thankful to see us back, safe in wind and limb, that he forgave us all the scars and other injuries we had inflicted on his precious steed.



**SCOOTERS - Sunday Times Sun 18 Jan 1920:** There was an interesting exhibition of motor-scooters at Olympia. Tucked away in a corner, and carrying the ominous notice "No more orders can be accepted, was the father of motor scooters, the American Autoped. It consists of a platform on two small wheels, the front one of which is driven through suitable gearing by a tiny little engine, which is ignited, after the manner of the Ford, with a flywheel magneto. The engine is controlled by a twist grip throttle, and the driving clutch is engaged by pulling back the handle-bar pillar, which, incidentally, serves as a receptacle for spare petrol. The Simplex "Motorped" is described as an extraordinarily compact little affair with a 1-h.p. two stroke engine, having the petrol tank atop of it, and complete with carburettor and magneto of the ordinary type, which can be fitted to any existing cycle. This machine is fitted with a clutch interconnected with the compression release valve, which fact is claimed to be of great advantage in starting. The Kingsbury scooter has a 2h.p. two-stroke placed immediately behind the front wheel and driving the back through chains and a countershaft. A feature of this machine is that both front and rear axles are sprung. Ordinarily the rider stands on the platform, but a seat can be fitted if desired. The Quadrant is a mount of somewhat similar character, except that the 2h.p. two-stroke engine is placed behind. It has spring footboards and also a spring fork. The designer states that it is to be fitted with a clutch and kick-starter, and that the diameter of the wheels will be increased from 16in. to 20in. In this case it will be hardly distinguishable from an ordinary motor-cycle but possibly that is the direction in which most scooters will develop, history having a habit of repeating itself.





**MORTLOCK'S – HAY ST, PERTH – 1920s:**



**DESPATCH RIDERS:** it is 100 years since the end of World War 1, so it is fitting to remember the unsung heroes of the war, motorcycle despatch riders. At first motorcycle despatch riders in the British Army were volunteers who had to supply their own machines. By 1915 the standard motorcycle for despatch riders was the  $2\frac{3}{4}$  HP Douglas or  $3\frac{1}{2}$  Triumph. Over 750,000 machines were built during the war for the British Army. Riding despatch was a dangerous and dirty occupation and casualties were high.



# CLASSIFIEDS

*All ads will run for **maximum of 3months**. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [beneners@iinet.net.au](mailto:beneners@iinet.net.au)*

## FOR SALE:

### New Ads:

#### **BSA 1938 M23 EMPIRE STAR** Project.

This Bike is Not Complete but not really missing that much either, there is 2 oil tanks, to suit high or low level Exhaust, Frame is Mint, as are the forks, new Indian fuel tank and new vintage steel mudguards. Original Manual and hand book. Motor not complete. no clutch. \$5000. Please text or call Leon 0406609051

**1974 T 150 TRIUMPH** ex cond club licensed \$13,000 Mike Ph 95275806

**1972 CB750 K-2** Lovely bike to ride and admire. Listed at \$15.5K and welcome any test. Lots of spares and the bike is in top condition. Frank 0863643838

**YAMAHA FJ1100** 1985 ful lic, w/complete spare bike \$1100 firm Ian 94936912 o412163999

**Relisted: 1955 B.S.A. 500CC CB GOLD STAR**, Has TT Magneto and 10TT Carburettor. Reliable bike, good condition. Easy starter, runs well. Club lic. \$25,000, Stan 0408 909 915.

**1970 BMW R75 /5** Original tool box and tyre pump. Near new tyres and battery VGC, con lic to Dec \$7500 Located Albany Jim 0418200992

**1984 BMW R65** in excellent original condition. Club registered \$5700 Manfred 0407 009 283 Albany



### Expiring:

**PENRITE OILS** – various grades available from the Parts Store. Club price is exceptional value. See Keith or Chas

**YAMAHA 1985 FJ1100** Full Rego Runs very good. Straight bike, new starter motor, front master cylinder and front tyre. \$2500 Albany Ph. Ed Shekell 0427099356

## WANTED:

### New:

#### **WANTED TO BUY IN ANY CONDITION.**

Small steel fuel tank (approx 2 1/2 gal), that was factory fitted to 1950-1952 competition AJS/Matchless - 350/500cc CS singles. Is your call is not answered due to my Shiftwork, please forward a text and I will get back to you. Phone 0408762430 - Craig

**BMW K75 BADGE/EMBLEM**, Anthracite (grey) K75 badge for rear of seat cowling Barry. member 148. Ph 0439091447. Email; b.a.lambert@bigpond.com

### Relisted

**BAKER SADDLE FUEL TANK** suit the BAKER m/c I am restoring .A late 1920 ,30 would suit . The BAKER is a two stroke Villiers motor with oil tank under the seat .Any leads on a tank or you may have one, contact Jim 0418200992

#### **BSA A65 BARREL TO SUIT 1970 TO 1972**

**MODELS.** Identifiable by the cutaways on the lower barrel fin for access to stud nuts. Earlier models do not have this and will not fit the late models. Any engine bits for these models would be good. A Hi tone Clearhooter horn and Amber Lucas reflectors as fitted to 1970 R3, Trident, Bonnie and Lightning are on the wish list also. Mike Hesford [mikehesford@westnet.com.au](mailto:mikehesford@westnet.com.au) 0428881018

### Expiring:

**1973 SUZUKI 250 K GT OR 1971 YAMAHA YAS 1**, Ian Janssen, 0408 221 993 work 9250 1993 or [ianj@waynephpps.com.au](mailto:ianj@waynephpps.com.au)

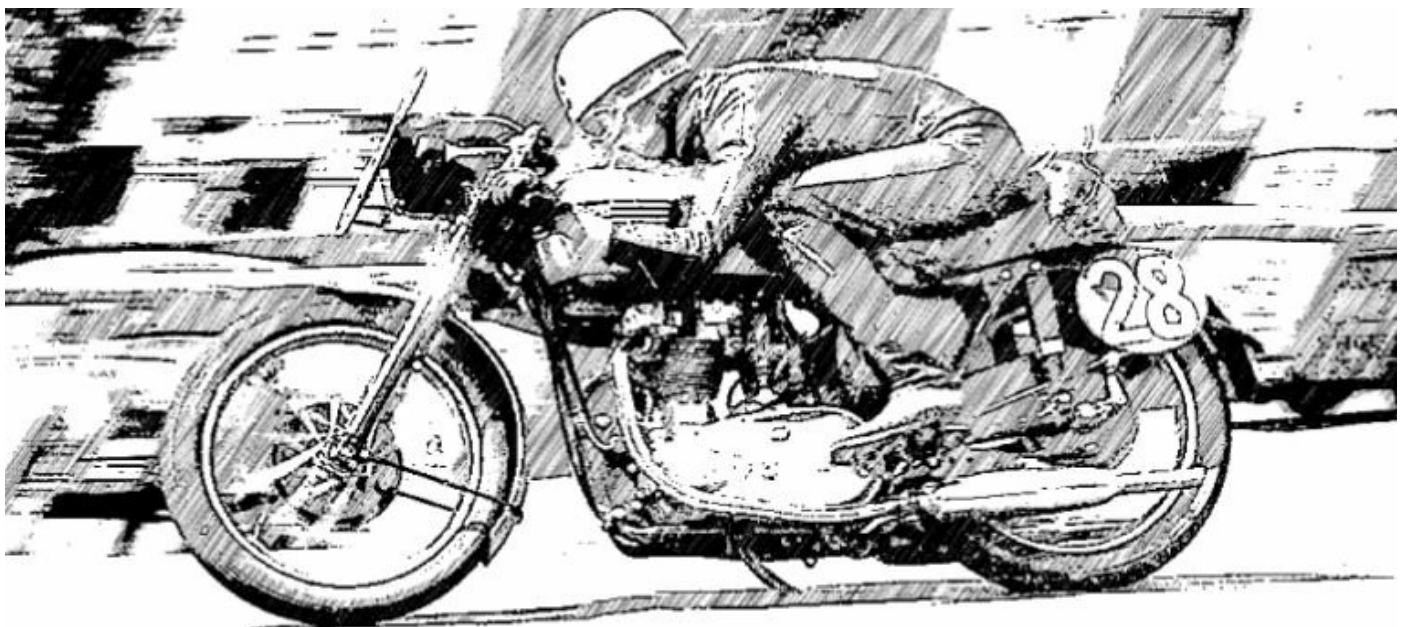
## SERVICES:

### New:

No expired ads renewed

### Relisted:

**SMALL ENGINEERING JOBS:** undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333.





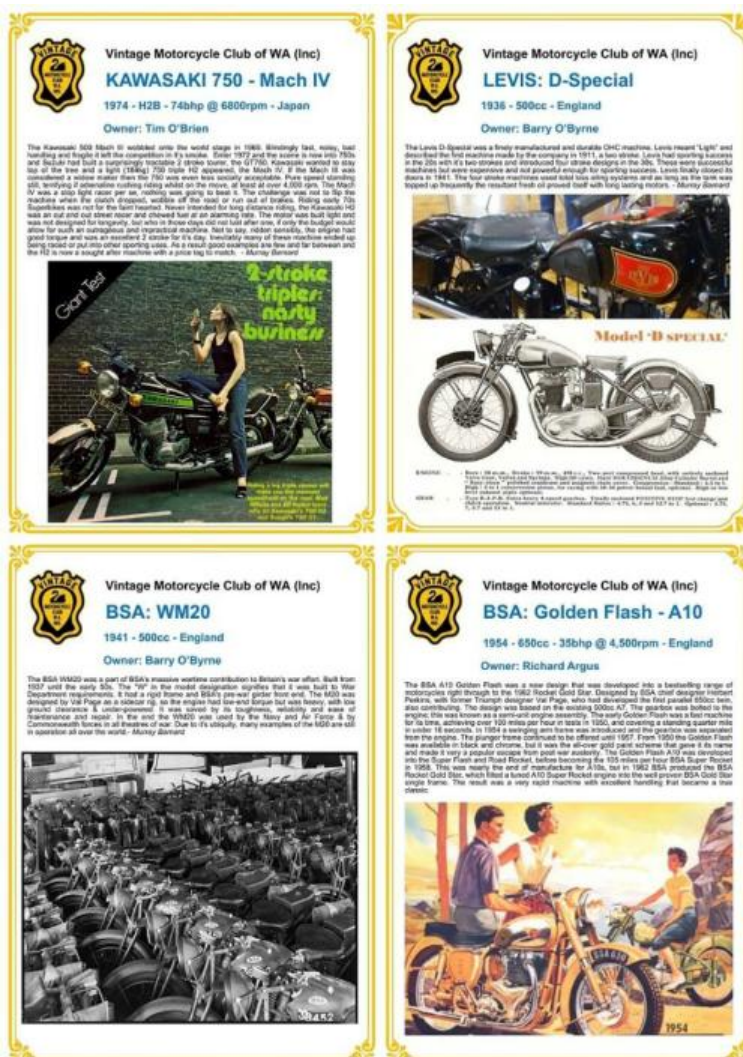
# VINTAGE MOTORCYCLE SHOW & SWAP MEET

**PLEASE ACT EARLY & REGISTER YOUR BIKE NOW FOR THE CLUB DISPLAY TO RESERVE A POSITION & TO GET A DISPLAY BOARD.**

As an initiative to add to the appearance of the display and to provide more information to the public, as well as promote the club, we are asking members willing to display a motorcycle or motorcycles at the Show/Swap Meet to register **asap** with Murray Barnard either by email ([web@vmccwa.com](mailto:web@vmccwa.com)) or by phone (0434215665) advising some details which can be prepared and printed for an individualised display board. After the Show/Swap Meet you can keep the board for subsequent displays. Entry to the Show is free to members registered for the display. The display board will be laminated and suitable for displaying beside the machine. The display boards will preferably contain information about the machine and some photographs. If you have some old photographs of your actual machine it will be even better. As preparation of the display boards will take time we are asking for members wishing to display their machine/s to advise the following details at a minimum, as soon as possible:

Machine Marque, Model Name or number, Date of Manufacture, Cubic Capacity, Country of Manufacture, Owner's Name (optional – please advise).

If you can supply any interesting technical facts about the machine or it's general production history all the better. If you have any photos you would like on the board, please supply some samples. Examples of the intended display boards will be provided at a future monthly meeting. Your help and assistance in making this event a success would be appreciated. A form to use to register is in this Chatter, otherwise just email Murray at [web@vmccwa.com](mailto:web@vmccwa.com). Please get behind this initiative and do not tarry, as we want all machines on display to have an information board – *Trevor Stephenson*



Sample Display Boards above. The actual display boards which will be produced in A3, laminated and mounted free for Club Members who register their machines for the display well in advance, as requested. We need your assistance to register early as you can imagine there is a lot of work to be done in making these display boards. Plus get in early & you can keep it after the Show if you want. More examples at <http://vmccwa.com/vintageshow/vintage-motorcycle-display/>

# OLD IRON

The Vintage Motorcycle Display and Swap Meet  
Organised by the Vintage Motorcycle Club of Western Australia (Inc)  
**Incorporating Vintage Motorcycle Display and the Annual Swap Meet**  
24 March 2019

## Club Display – Registration Form - Act now, don't delay

Please use this form to reserve space for your bike/s at the Club Display, which will be held at the Cannington Showgrounds. Registering your bike/s in advance helps the display organiser – Barry O'Byrne – to plan the display but also entitles you to a laminated A3 information panel, customised to show the information you provide, at no cost and also free entry to the Swap Meet. Information is required well in advance to provide time for the display panels to be produced. A cut-off date will be advised closer to the event at which stage no more entries can be accommodated. After the display you may keep the information panels for future events. The Committee wishes all machines on display to have a club produced display panel in an endeavour to improve the utility of the display for members of the public and also to promote the Club.

Please complete as appropriate for the machine you wish to display:

Item	Detail
Motorcycle Make	
Model Name or Number	
Capacity (cc)	
Date of manufacture	
Country of manufacture	
Owner's name (optional)	

Brief machine history (if known)
----------------------------------

Email photo/s if desired

Please return form/s as soon as possible to either Richard Argus or Murray Barnard (Ph 0434215665).  
Alternatively email to [web@vmccwa.com](mailto:web@vmccwa.com)

**LIVE DISPLAY:** Please indicate interest and willingness to either: a. start your machine outside the display hall at an allocated time (perhaps on the hour) and/or b. ride the machine around a sealed road circuit within the showgrounds for a few laps (again on the hour). You can participate in more than one session, up to you. Live display is intended to add sound and motion to an otherwise static display, provide photo opportunities and attract public attention

I am prepared to participate in the live display as proposed

☐

I am not prepared to participate in the live display as proposed

☐





## Xmas Cheer Bin

Our Club has developed a very nice tradition over the past few years of offering those doing it tough a bit of help, at a time which should be full of family gatherings, good cheer and happiness, especially for kids. We've developed this to include servicing surplus kid's bikes which have been most gratefully received by the Salvos. Nothing has changed; the support agencies are struggling to meet demand. We will have our Christmas Cheer Bin at the November meeting and your support is invited. We want non perishable food (wrapped Christmas cakes etc keep OK), toys, kids cosmetics like bubble bath, books, anything Christmassy like crackers or fairy lights; don't worry about stuffed toys, the Charity Ride gets a truck load. If you want to tidy up a bike see me or John O'Brien. And of course, cash is always welcome. Collectively we can make a very worthwhile contribution to the happiness of families in hard times. LET'S DO IT!

Adrian White

